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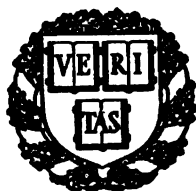


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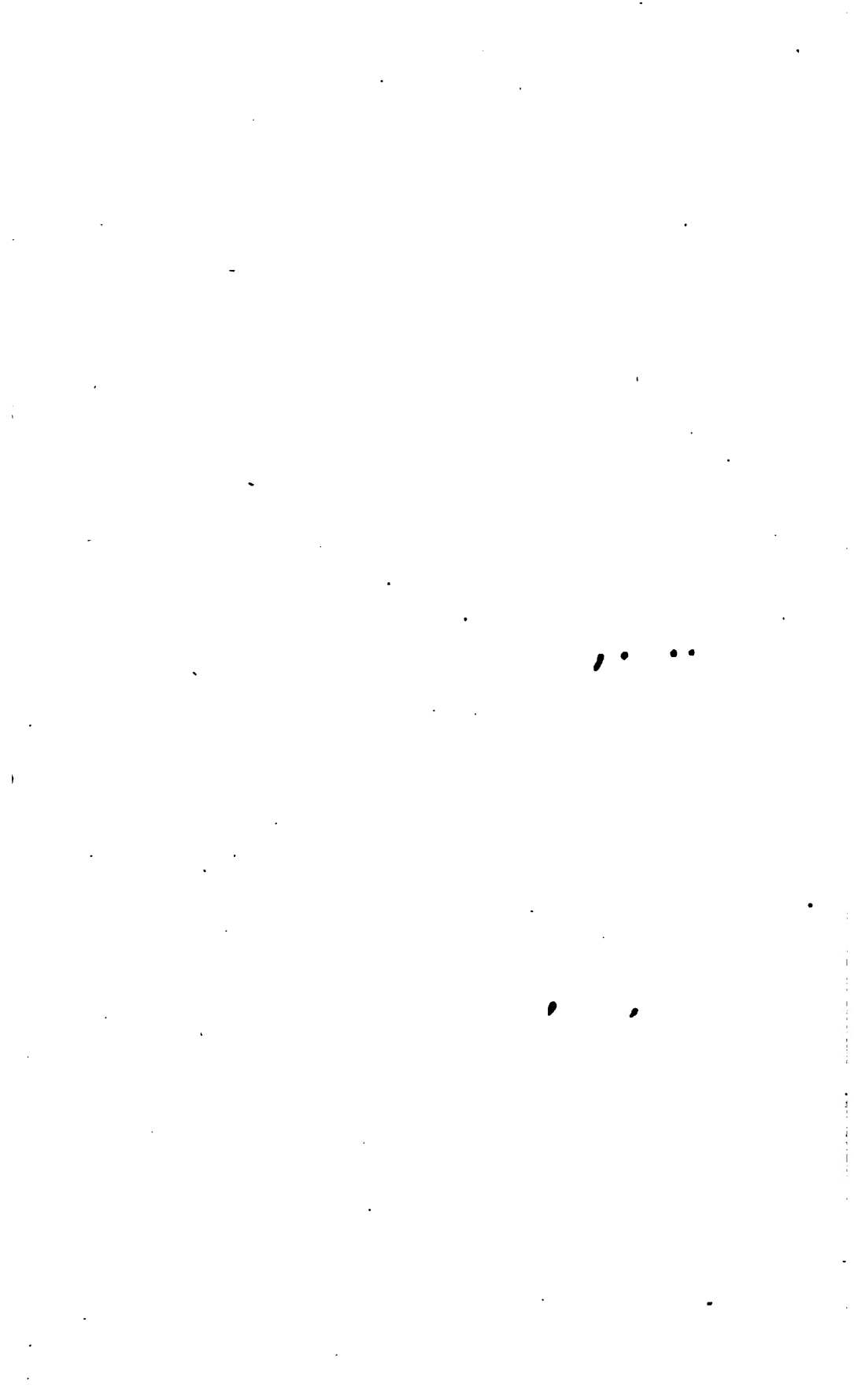
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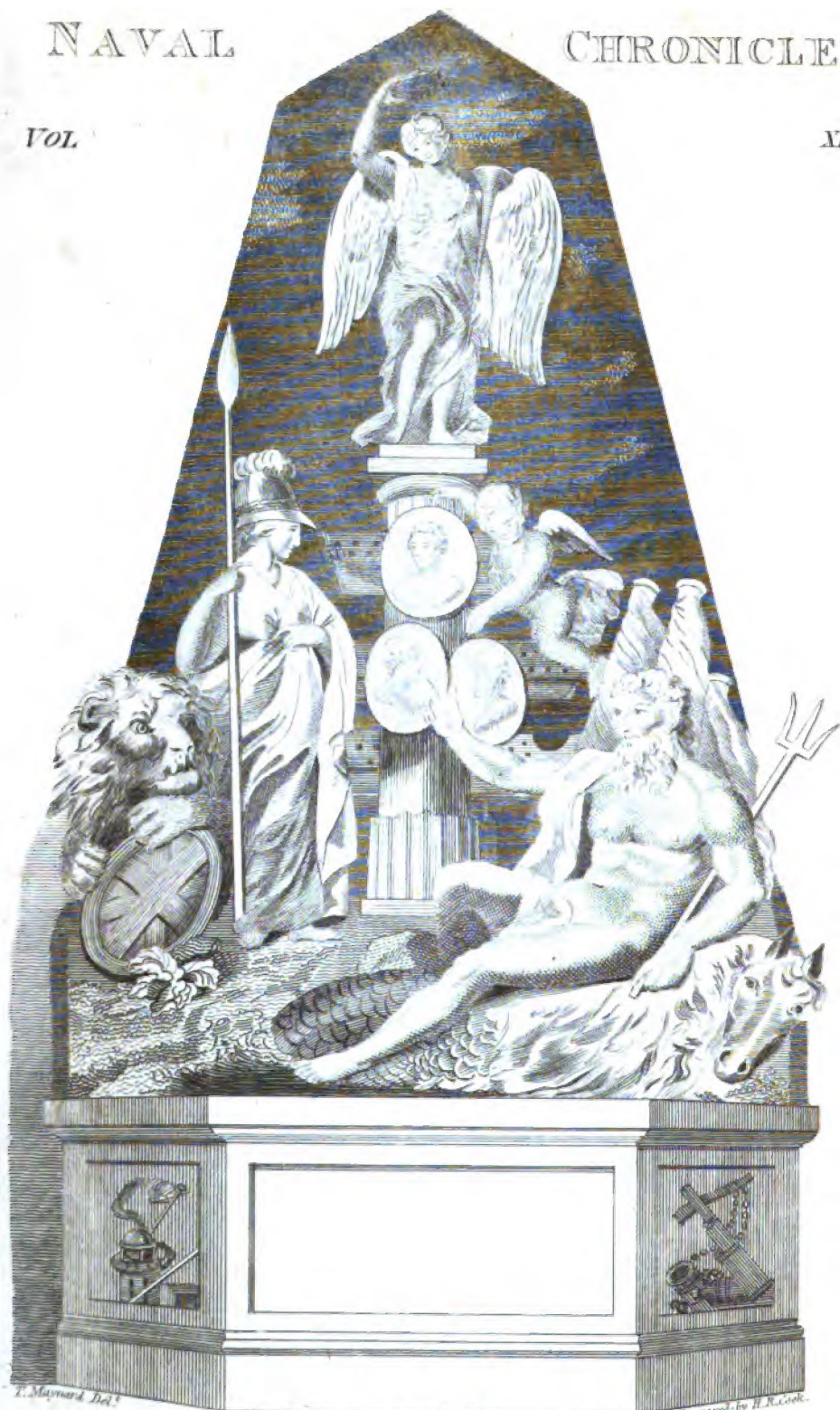
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Monument erected to the Memory of Captains Bayne Blair and Lord Robert Manners
in Westminster Abbey.

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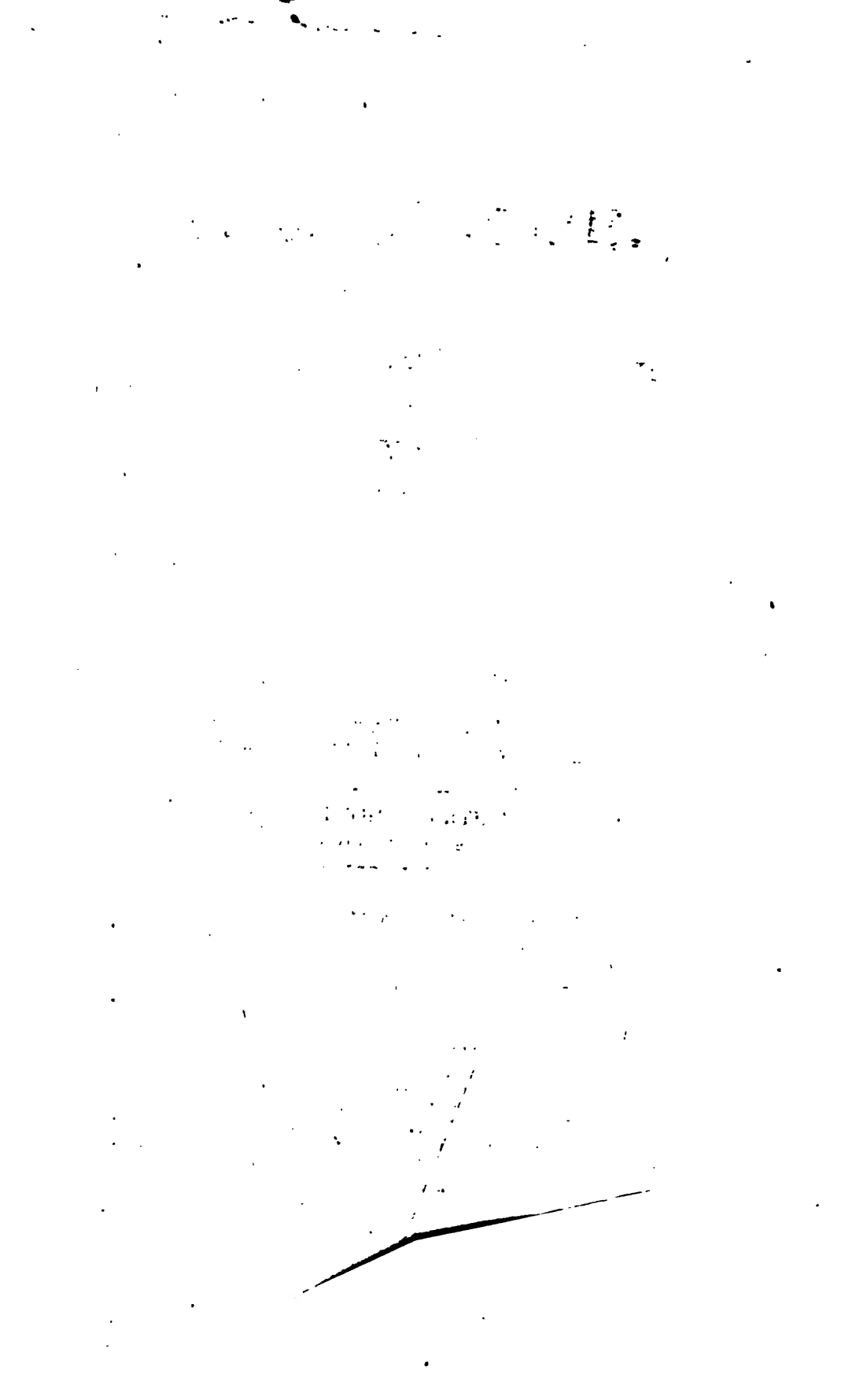


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THE
Naval Chronicle,

FOR 1805:

CONTAINING A
GENERAL AND BIOGRAPHICAL HISTORY

OF
THE ROYAL NAVY

OF THE
UNITED KINGDOM;

WITH A
VARIETY OF ORIGINAL PAPERS

ON
NAUTICAL SUBJECTS:
UNDER THE GUIDANCE OF SEVERAL
LITERARY AND PROFESSIONAL MEN.

VOLUME THE FOURTEENTH.
(FROM JULY TO DECEMBER.)

"ENGLAND EXPECTS EVERY MAN WILL DO HIS DUTY."

NELSON AND BRONTE.

London:

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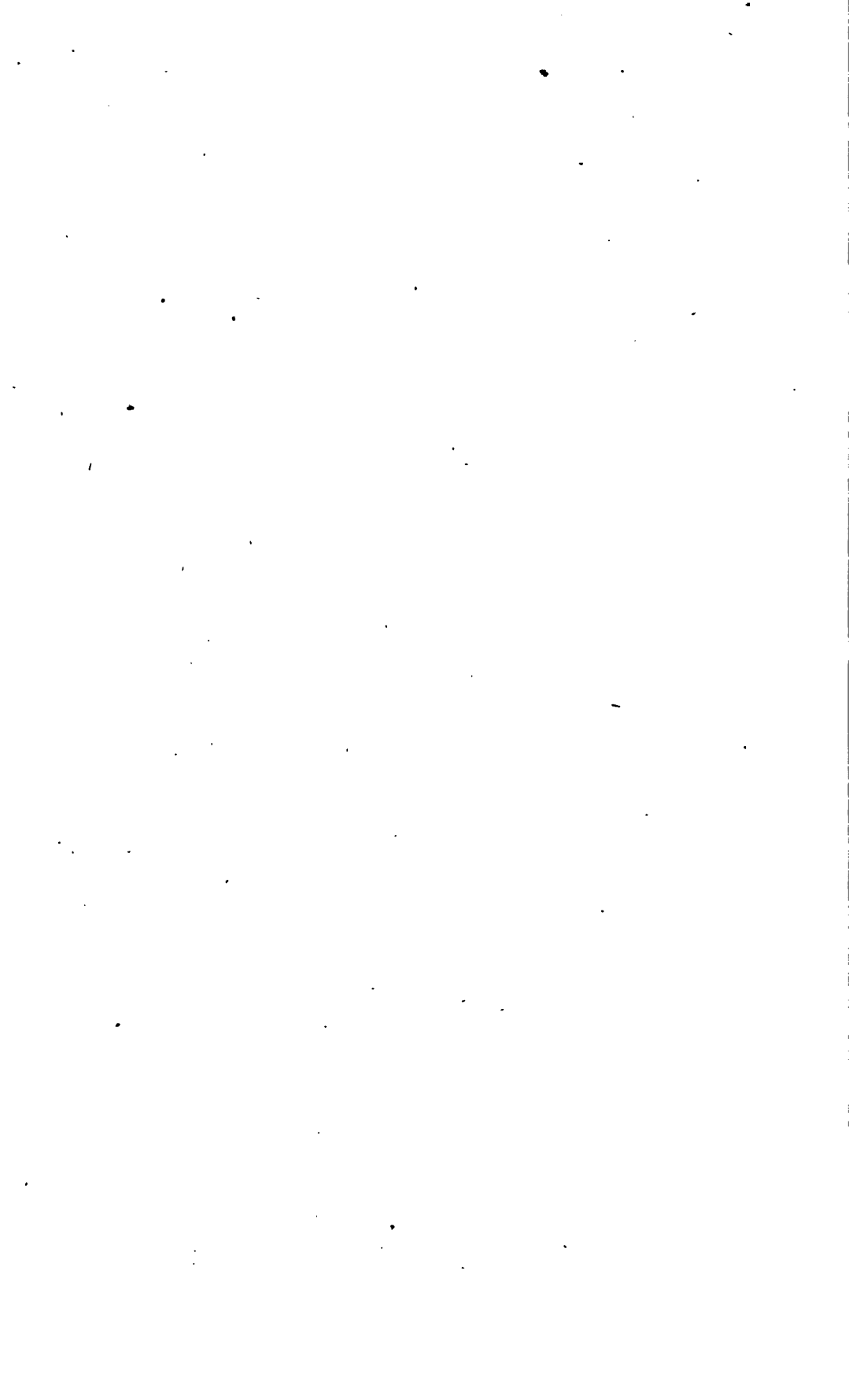
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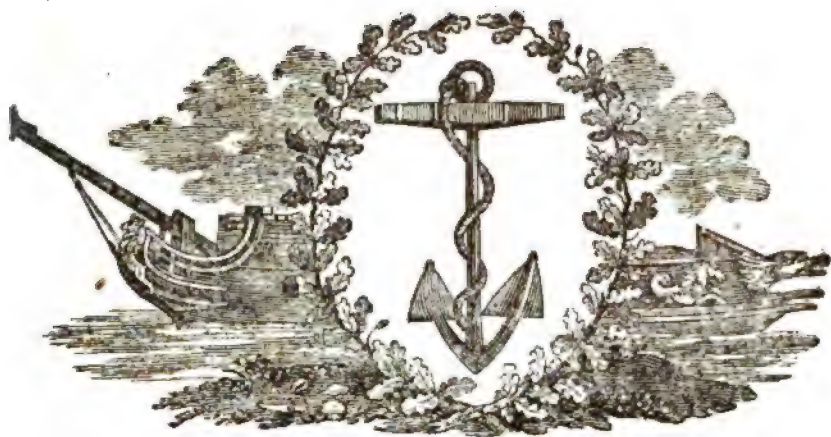
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TO
SIR CHARLES MORICE POLE, BART.
ADMIRAL OF THE BLUE,
THIS FOURTEENTH VOLUME OF THE
Naval Chronicle
IS RESPECTFULLY DEDICATED
BY THE EDITORS.





PREFACE

TO THE FOURTEENTH VOLUME.

THE thirteen Columns we have raised, will hereafter be often pilfered, to set off the works of those, who would otherwise search in vain for such materials. Such were the words with which we concluded our last Preface, and very fully has the truth of them been confirmed, by what has since taken place; for never was any poor devil so plucked, and pulled, and gutted, as our Chronicle has been, since the lamented death of our illustrious Hero, Lord Nelson. Some of the public Prints, particularly the *Oracle* and *The London Chronicle*, were liberal enough to acknowledge the source, whence they had derived the only authentic materials that exist respecting this renowned Officer. At our request, which Mr. M'Arthur communicated to his Lordship, he was pleased to send us a Memoir of his professional life, in his own hand writing, on three sheets of letter

paper—an invaluable relic, which is still in Mr. M'Arthur's possession; and from this document Lord Nelson's biographical memoir was composed by the Rev. J. S. Clarke, conjointly with the above gentleman. The whole of what has appeared since, as far as relates to the period which our memoir embraced, whether published in separate Volumes, or in the public prints, has been pilfered from the Naval Chronicle.

Such being the fact, the utility of our labours, and the interest of our respective Volumes, cannot be denied: But besides the above biographical Memoir, we have at different times published various papers relative to Lord Nelson; and to which our Readers may possibly now wish to have one general reference:

In Volume the first, 1799, page 42, we inserted a bird's eye view of Lord Nelson's action with the French fleet in Aboukir Bay, as drawn by Mr. Pocock from accounts furnished by some Officers who were present. II. At page 29, is the memorial which Sir H. Nelson presented in 1797. III. At page 43, an authentic narrative of the proceedings of Lord Nelson's squadron from the 9th of May, 1798, to the beginning of August, in the same year.—“This paper, we have always been led to believe, was written by the Chaplain of the Vanguard.” IV. At page 83, is a description of the medal that was in circulation in the metropolis, in honour of the Battle of the Nile. V. Address to the Nile, by Mr. Pye; page 142, and extract from a note in “The Pursuits of Literature,” which seemed prophetic, as it were, of the victory, page 143. VI. An account of the engagement off the Nile, an original communication by a French Officer, page 149. Reflections on the same, page 158. VII. Gazette Letters, page 162. VIII. Extract from Mr. Bowles' admirable Song of the Battle of the Nile, page 235; and from Mr. Sotheby's Poem on the same subject, page 237. IX. Anecdote relative to Lord Nelson, and Cap-

tain Louis, in the Battle of the Nile, page 287. X. The Battle of the Nile, a dramatic Poem, on the model of the Greek Tragedy, page 309. XI. Presents sent to Lord Nelson by the Grand Seignior, page 340. XII. Answer of Lord Nelson to the Vote of Thanks from the House of Commons, page 437. XIII. List of the different Paintings of the Battle of the Nile, in the Exhibition of 1799, page 518, &c. XIV. Chart of the Bay of Aboukir, with the situation of the French and English fleets, from the drawing of a French Officer, page 521. XV. Copy of a letter from Admiral Nelson to the Governor of Bombay, 9th of August, 1798, respecting the progress of the French, page 531. "This interesting Paper was first circulated in private circles, and after it was printed was not generally known." XVI. For an account of the old *Agamemnon*, the *Captain*, *Vanguard*, and *Victory*; Ships which Lord Nelson respectively commanded; see Appendix, No. 1.

In Volume the second, 1799. I. Lord Hood's thanks and letter to Lord Nelson, in 1794, pages 42, 43. II. Lines, written at Lord Walpole's, on the Battle of the Nile, page 67. III. Lord Nelson's letter of thanks to Sir W. Anderson, late Lord Mayor, page 75. IV. Dimensions of the *Canopus*, one of the French Ships taken at the Battle of the Nile, page 341. V. The *Leander* restored by the Emperor of Russia, as a mark of esteem to the Officers, and Crews, who served under Lord Nelson on the first of August, 1798, page 377. VI. The following article came to us in a cover, and as we imagined from his Lordship:—"A few remarks relative to myself in the *Captain*, in which my pendant was flying on the most glorious Valentine's Day, 1797," page 500. VII. Gazette Letters, pages 529, 530. VIII. Account of the Naval Fête at Palermo, by the young Prince Leopold, in honour of Lord Nelson, page 533. IX. Marriage on board the *Foudroyant*, in Naples Bay, page 547.

In Volume the third, 1800. I. Gazette Letters, page 222. II. Letter from Lord Nelson to his agent at Rome, respecting the Monument decreed to him by the inhabitants of that City, page 145. III. BIOGRAPHICAL MEMOIR OF LORD NELSON, page 157.—ANECDOTES, pages 192, 195. IV. Extract from Mr. W. T. Fitzgerald's Poem on the Battle of the Nile, page 219. V. Extracts from some of Lord Nelson's letters illustrative of his charac-

ter, with Fac Similes of his hand writing, previous and subsequent to the loss of his right arm, page 303. VI. Lord Nelson landed in Sicily, page 508.

In Volume the fourth, 1800. I. Noticed in the Biography of Earl St. Vincent, page 39. II. Lines on Lord Nelson's Victory, page 60. III. On the Naval Tactics which Lord Nelson employed in the Battle of the Nile, pages 199, 229. "Our vaunting enemy declared nothing like it had ever before appeared; and stiled it *Tactique de Nelson*." IV. Lord Nelson's arrival, pages 428, 431.—Notice of the San Josef's going out of dock, page 437.—His Lordship presented at Court, page 442.—His pendant on board the *Namur*, of 98 guns, Captain Hardy, page 443.

In Volume the fifth, 1801. I. Lord Nelson Lieutenant to Commodore Locker, page 118. II. An account of the Victory off Copenhagen, page 334, and Sir Hyde Parker's official letter, page 351.—Lord Nelson's official letter, page 354.—Thanks of the House moved to Lord Nelson, &c., page 364. III. Lines on the Victory off Copenhagen, page 426. IV. Account of the action off Copenhagen, in a letter from an Officer to his Father, page 451; see also pages 452, 453. V. Lord Nelson created a Viscount, page 464. VI. Lord Nelson's investiture of Sir Thomas Graves with the Order of the Bath, page 532.

In Volume the sixth, 1801. I. Lord Nelson's arrival from the Baltic, page 69—his address to the different Officers and Crews on leaving them, *ibid*. II. Hoists his flag on board the *Unité*, at Sheerness, with 16 Frigates under his command, pages 73, 74, and 83. III. Private letters respecting the Passage of the Sound, and the Danish Naval Force, page 117—123. IV. Gazette Letters, page 152—158. V. Lord Nelson's address to his squadron, after their first and second attack upon Boulogne, page 160. VI. Created a Baron of the United Kingdom, page 170. VII. Impromptu on his attack upon Boulogne, page 227—see also page 500. VIII. His Majesty's permission to Lord Nelson for wearing the Great Cross of the Order of St. Ferdinand, and of Merit; and for accepting the Dukedom of Bronté, page 258. IX. Lord Nelson's commendation of Sir J. Saumarez, in the House of Commons, page 418.

In Volume the seventh, 1802. I. Anecdote, page 32. II. Addi-

tional verses to God save the King, in honour of Lord Nelson, page 343.—Song made on board the Foudroyant, page 344.

In Volume the eighth, 1802. I. Permission to wear the ensigns of Knight Grand Commander of the Equestrian Secular, and Capitular Order of St. Joachim, page 86. II. Sailing directions for Copenhagen, employed by Lord Nelson, page 211. III. Rev. C. Willyams's account of Lord Nelson's proceedings in the Mediterranean, with a narrative of the Battle of the Nile, pages 226, 387. IV. Lines on the Victory off Copenhagen, page 464.

In Volume the ninth, 1803. I. Lines by a Sailor on board the Vanguard, on the Battle of the Nile, page 147. II. Lord Nelson first hoists his flag on board the Victory, his anxiety to get under weigh, page 421.

In Volume the tenth, 1803. I. Gazette Letters, page 500.

In Volume the eleventh, 1804. I. Gazette Letters, pages 251, 252. II. Extract from his private letters, respecting the Toulon Squadron, page 258. III. Monument erected by the Danes at Copenhagen, page 357. IV. Short account of Lord Nelson's Flagship, the Victory, Appendix, No. 1, page 3.

In Volume the twelfth, 1804. I. Examination of Lord Nelson before the Commissioners of Naval Inquiry, page 28. II. Gazette Letters, pages 131, 140, 315. III. Detachment from Lord Nelson's Fleet, sent off Toulon—Extract from private letters, page 242. IV. Lord Nelson's answer to the Lord Mayor, on receiving a Vote of Thanks from the Corporation, page 275.

In Volume the thirteenth, 1805. I. Extract from the Moniteur, giving the French account of Lord Nelson's blockade of the port of Barcelona, page 74. II. Account of the action off Copenhagen by a Dane, page 463. III. Letter from an Officer on board Lord Nelson's Fleet, page 482.

We could hardly have imagined, until this general Table of reference to the services of Lord Nelson had been drawn up, that the pages of our Chronicle had preserved, and collected, so many interesting facts

respecting this lamented Officer.—Should any of our Readers wish to consult a list of the French naval force previous to Lord Nelson's Action, they will find one in Vol. XIII, page 260.

It frequently occurs, that whilst we are waiting in order to procure authentic biographical memoirs of Naval Officers, and have actually made application to the Officers themselves ; some of the periodical works will publish an hasty and imperfect sketch of the very characters we had selected. This has lately happened, both with Sir C. Pole, and Sir Home Popham ; and it is a duty we owe ourselves to assert, that if any original documents had been sent from those Officers, the NAVAL CHRONICLE would have had a preference. Our memoir of Admiral Milbanke, which was ready for publication, has been delivered to a friend of his family, with the hope of rendering it as complete as possible. We also request communications from professional men who were acquainted with that worthy Admiral ; and also from those who either knew, or served with the late Sir Richard Pearson, Lieutenant Governor of Greenwich Hospital, and the gallant Captain Faulknor, who preceded Lord Nelson in the path of glory, during the year 1795. We return our respectful thanks to Lady Pearson, for the papers we have received : and are happy to inform our Readers, that previous to Mrs. Faulknor's recent death, she had given every paper

she could collect, relative to her Son, to one of our earliest Patrons, who is now employed in preparing them for the press.

The length of this Preface will not allow us to add some other remarks which we had reserved for this occasion. In Naval Literature we particularly recommend "The Naval and Military Memoirs of Great Britain, by Beatson, from 1727 to 1783," in six Volumes; the three last were published in 1804: and, as we have sometimes noticed the respective value of the public Prints, (Vol. 12, page 411), from a knowledge of their value on board, after a long cruise; we shall also mark with approbation, as an independent and well-written history of the times, "Mr. Readhead Yorke's Weekly Political Review."

We must now take leave of our Friends, lest we should miss the Tide; and endeavour by a judicious and careful freightage of our next Vessel, to secure their approbation, and to prolong their patronage.

. From the information we have just received, by Officers who were on board the *Temeraire*, during the late glorious action, that Ship was never boarded.

Communications intended for insertion in the *NAVAL CHRONICLE*, are requested to be sent to the Publisher, Mr. GOLD, 103, Shoe Lane, Fleet Street.

PLATES IN VOLUME XIV.

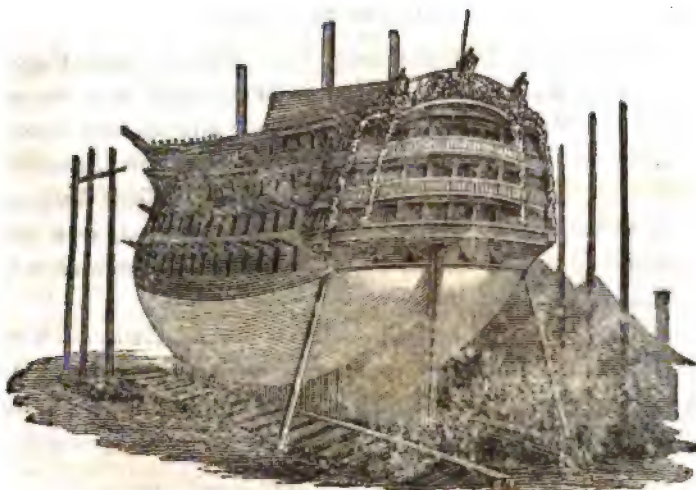
From Original Designs.

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Sir Thomas B. Thompson, K.P.



The Windsor Castle, of 98 guns, built at Woolwich; drawn by Mr. Pocock just before her launch, and engraved on wood by Mr. Nesbit. Her stern differs from most other three-deckers, by narrowing in at top; which gives her a very light appearance.

BIOGRAPHICAL MEMOIR OF
SIR THOMAS BOULDEN THOMPSON, KNT.
OF THE ROYAL NAVY.

“ ——— LET ME PURCHASE IN MY YOUTH RENOWN,
TO MAKE ME LOV'D AND VALU'D WHEN I'M OLD,”
OTWAY.

WE know not how to commence a fresh Volume of our labours with more self-satisfaction, than in presenting the Public with some particulars of Sir Thomas Boulden Thompson, a gallant Officer, whose distinguished Services point him out as an object of eulogy and emulation, in that Profession of which he is a dignified ornament.—He is one of those brave Men — the proudest boast of Britain — who, by their glorious exertions, have increased the fame of their Country; have seized, for themselves, a wreath of perennial verdure; and whose names and virtues will live in the remembrance of a grateful posterity.

Thomas Boulden, now Sir-Thomas Boulden Thompson, it will be recollected by many of our Readers, is the Nephew of
Ass. Chron. Vol. XIV.

that able Officer and worthy Man, the deceased Captain Edward Thompson, whose extraordinary merit, as a Seaman and as a Writer, long since obtained for him the most-honourable notice in the biographical department of our Chronicle*. For young Boulden, the relationship was peculiarly fortunate; as to the advantages which it afforded him must, in a great measure, be ascribed the conspicuous figure he has made in his Profession.

The Subject of the present Memoir is a Native of Kent. His Father, Mr. Boulden, married Miss Thompson, the Sister of the late Mr. Thompson, who had then attained only the rank of Lieutenant. The Boy, when very young, gave indications of spirit, vigour, and ability; but, as

“ The noblest blood of all the land’s abash’d,
Having no lacquey but pale poverty,”

those indications of spirit, vigour, and ability, might have proved useless to himself and to his Country; and the flower of his youth have been suffered to “ waste its sweetness on the desert air,” had not the fostering influence of his Uncle protected his earlier years. The narrow finances of Mr. Boulden prevented him from bestowing the requisite education on his Son; but the deficiency was amply supplied by Captain Thompson, who placed his Nephew at school, for the purpose of receiving the first rudiments of learning. The literary acquirements of Captain Thompson fully qualified him for the office of a preceptor; and as soon as his Nephew was sufficiently advanced in his boyish studies, to profit by superior instruction, he took him entirely under his own care; and, with the greatest accuracy, strictness, and success, taught him Navigation, in all its branches, and instilled into the youthful mind of his pupil a very competent acquaintance with other subjects of useful and elegant knowledge. Though extremely indulgent to his Nephew, the old Gentleman never suffered his affection to over-reach his prudence, nor would he ever accept of any but the most accurate performance of the tasks which he conceived it proper to impose.

* Vide Vol. III. page 52; Vol. VI. page 437; and Vol. VII. page 93.

The only punishment which he inflicted for those instances of idleness to which all boys are occasionally prone, was an increase of labour, and confinement from play. When the extraordinary industry of the pupil claimed a reward, an appropriate indulgence was granted.

In June 1778, the late Captain Thompson was appointed to command the *Hyæna* Frigate*; and, at the same time, young Boulden, now taking the name of Thompson, having previously been rated as a Midshipman, entered into active service on board of the same Ship, which was mostly employed on the Home Station till 1780. On the 16th of January, in that year, the *Hyæna* having been fixed on as a repeating Frigate to the Fleet commanded by Sir George Rodney, and destined for the relief of Gibraltar, our young Officer had an opportunity of witnessing our glorious Victory over the Spanish Squadron of Don J. de Langara, off St. Vincent; a Victory which could not fail of making a lasting impression on his mind. It was after this Engagement that the senior Thompson was sent home with duplicates of the dispatches relative thereto; arriving in England two days before Captain M'Bride, who sailed from Gibraltar with the originals, in the *Childers* Brig, ten days before the *Hyæna*.

Young Thompson accompanied his Uncle on his return to Gibraltar, whence, in the following year, that Gentleman sailed as Commodore of an Expedition against Demerara; which, with the Dutch Settlements of Berbice and Issequibo, surrendered without opposition†. On this Station Mr. Thompson was engaged in much active Service; and the meritorious manner in which he conducted himself procured him a Lieutenantcy, which the Admiralty soon after confirmed.

Shortly after this appointment, Lieutenant Thompson commanded a small Schooner, and distinguished himself by capturing a French Privateer of very superior force.

In July 1783, soon after the conclusion of the American War, the late Captain Thompson was appointed Commodore on

* *Vide* NAVAL CHRONICLE, Vol. VI, page 455. † *Ibid.* Vol. VII, page 99.

the African Station*; his Nephew acting as his Second Lieutenant, in the *Grampus*. On the death of the Commodore, in January 1786, Captain Trip, of the *Nautilus*, succeeded to the Command of the *Grampus*; and, by an agreement with his senior Lieutenant, Mr. Thompson was appointed Master and Commander of that Sloop. In the *Nautilus* he made a Voyage down the Coast of Africa, executing the commission with which he was intrusted, to the satisfaction of his Commanding Officer, and with the full approbation of the Admiralty. For the period of twelve months, which he remained on the African Station, he was no less distinguished than his deceased Uncle, for nautical skill, and for a strict attention to the various duties of his Profession.

On his return to England, when his Ship was paid off, Captain Thompson spent some time in London.

From London Captain Thompson retired to Hertfordshire, where he principally remained, until the commencement of hostilities subsequent to the French Revolution.

He obtained Post rank in 1790. Some time after the beginning of the War, he was appointed to the *Leander*, of 50 guns, and stationed in the North Seas, where he performed considerable Service. In 1796, the *Leander* was ordered to Portsmouth, to be refitted, and remained there till the Summer of 1797, when she was directed to convoy a Fleet of Merchantmen, and afterwards to proceed to Gibraltar. It was shortly after Captain Thompson's arrival at that Port, that Admiral Earl St. Vincent, from a variety of intelligence which he had received, was induced to believe that the Town of Santa Cruz, in the Island of Teneriffe, was an assailable object. That Town was well fortified by the Spaniards; and to insure a probability of success in the attempt to take it, Men of skill and intrepidity were requisite. The command of the Squadron which was appointed to this Service was accordingly given to Rear-Admiral Nelson, with permission for him to choose his Officers. Captain Thompson was one of those on whom the Rear-Admiral's election fell; and, with the Captains, Trow-

* *Vide NAVAL CHRONICLE*, Vol. VI, page 460.

bridge, Hood, Freemantle, Bowen, Miller, and Waller, he volunteered his services to land the Troops. On the evening of the 25th of July, the Squadron anchored a few miles to the northward of Santa Cruz; and, by eleven o'clock at night, all the Men were in the Boats, and rowed towards the Shore in six divisions. In their progress some unfortunate accidents happened; and the night being extremely dark, the Boats were unable to keep together. The Rear-Admiral, however, and the Captains, Thompson and Freemantle, with four or five Boats, succeeded in landing at the Mole, which they stormed and carried, although defended by four or five hundred Men, and half a dozen 24-pounders, which they spiked. But such a heavy fire of musketry and grape shot was kept up from the Citadel, and the houses at the Mole-head, that it was impossible for them to advance; and, almost to a Man, the whole party was either killed or wounded. Among the latter, as is generally known, was the brave Nelson, who lost his right arm, and the Captains Thompson and Freemantle, who were only slightly hurt.

Notwithstanding the failure of this attempt, the merit of the Officers employed shone conspicuous, and met with the full approbation of their gallant superior.—Rear-Admiral Nelson, in his letter to Earl St. Vincent on the occasion, asserts, that *more daring intrepidity never was shown, than by the Captains, Officers, and Men, whom he had the honour to command**.

After this affair, Captain Thompson returned to Gibraltar, on which Station he remained till June 1798, when he was ordered by Earl St. Vincent to the Mediterranean, destined soon to become the scene of his individual, as well as of the national glory.

For a full and circumstantial account of the glorious Battle of the Nile, on the 1st of August, we must refer our Readers to the earlier Volumes of our Work†. Instead therefore of entering into detail, we shall simply offer a few brief observations, relating more immediately to the subject of the present

* *Vide NAVAL CHRONICLE*, Vol. III, page 179.

† Vol. I, page 43; and Vol. III, page 181.

Memoir.—The Enemy had taken a station which they supposed, and not without probability, would secure to them the most decided advantages. The situation in which they were moored was such as might be expected to afford full play to their Artillery, to the force and dexterous management of which the splendid series of their land Victories was in a great measure to be imputed. Our Officer's Ship, the *Leander*, though but of 50 guns, was stationed in the Line of Battle. By an instantaneous exertion of that powerful genius which, with the rapidity of thought, conceives and executes new measures for cases of untried emergency, Admiral Nelson immediately decided on the movement which determined the event of the day; and thus early prevented the effectual co-operation of the French Batteries with their Line.

In a narrative of this illustrious Victory of Admiral Nelson, which was published at a shortly-subsequent period, the achievements of our Officer are mentioned in terms of the highest praise.—“Captain Thompson,” says the writer, “of the *Leander*, of 50 guns, with a degree of skill and intrepidity highly honourable to his professional character, advanced towards the Enemy's Line on the outside, and most judiciously dropped his anchor athwart the hauser of *le Franklin*, raking her with great success, the shot from the *Leander's* broadside, which passed that Ship, all striking *l'Orient*, the Flag-ship of the French Commander in Chief.”

Thus did Captain Thompson, with a Ship of inferior force, succeed in that noble achievement peculiar to British bravery and skill;—the cutting through the Enemy's Line*.

On the 5th of August, the *Leander* sailed, with Captain, now Sir Edward Berry, of the *Vanguard*, as the bearer of Admiral Nelson's dispatches to the Commander in Chief. In the course of the *Leander's* Passage, Captain Thompson had an opportunity of exerting his Naval abilities, which, though unfortunate in the result, as fully and gloriously manifested the heroism of his

* The total loss which the *Leander* sustained was that of 14 Seamen being wounded.

character, and vigour of his genius, as any of his previous or subsequent exploits.—Disabled by the late Battle, and far short of her complement of Men, on the 18th of August the *Leander* was fallen in with by *le Genereux*, a French 74 gun Ship, with her full complement of Men. Under these circumstances, Captain Thompson, as wisdom directed and duty required, endeavoured to avoid an Engagement; but the state of his Ship rendering it impossible to escape without a contest, he instantly prepared for action; and, notwithstanding the inferiority and disadvantages under which he laboured, he maintained an obstinate combat for *six hours and a half*. At length, finding his Ship entirely a Wreck, he consulted with Captain Berry on the propriety of holding out any longer; and, with the concurrence and advice of that able Officer, he found it expedient to yield to the circumstances of the moment, and reluctantly surrendered.

The *Leander* was carried into Corfu, whence the unfortunate Captives were sent to Trieste. Immediately on his arrival at the latter place, Captain Thompson wrote to Admiral Nelson, apprising him of the loss of His Majesty's Ship *Leander*, in the following terms; a duplicate of which was also dispatched, under cover, to Evan Nepean, Esq., for the information of the Lords Commissioners of the Admiralty:—

Trieste, October 13, 1798.

It is with extreme pain I have to relate to you the Capture of His Majesty's Ship *Leander*, late under my command, by a French 74 gun Ship, after a close Action of six hours and a half. On the 18th of August last, being within five or six miles of the west end of Goza, near the Island of Candia, we discovered at day-break a large Sail on the S. E. quarter, standing directly for the *Leander*; we were then becalmed, but the stranger bringing up a fine breeze from the southward, we soon made him to be a large Ship of the Line. As the *Leander* was in Officers and Men upwards of 80 short of their complement, and had on board a number which were wounded on the 1st, I did not consider myself justified in seeking an Action with a Ship which appeared of such considerable superiority in point of size, and therefore took every means in my power to avoid it: I, however, soon found, that an inferiority of

sailing made it inevitable; and I therefore, with all sail set, steered the *Leander* a course which I judged would receive our Adversary to the best advantage, should he bring us to battle. At 8 o'clock the strange Ship (still continuing to have the good fortune of the Wind) had approached us within a long random shot, and had Neapolitan Colours hoisted, which he now changed to Turkish; but this deception was of no avail, as I plainly made him to be French. At nine he had ranged up within a half gun-shot of our weather quarter; I therefore hauled the *Leander* up sufficiently to bring the broadside to bear, and immediately commenced a vigorous cannonade on him, which he instantly returned. The Ships continued nearing each other till half-past ten, keeping up a constant and heavy firing. At this time I perceived the Enemy intending to run us on board, and the *Leander* being very much cut up in rigging, sails, and yards, I was unable, with the light air that blew, to prevent it. He ran us on board on the larboard bow, and continued alongside us for some time. A most spirited and well-directed fire, however, from our small party of Marines, (commanded by the Serjeant,) on the poop and from the quarter-deck, prevented the Enemy from taking advantage of his good fortune, and he was repulsed in all his efforts to make an impression on us. The firing from the great guns was all this time kept up with the same vigour; and a light breeze giving the Ships way, I was enabled to steer clear of the Enemy, and soon afterwards had the satisfaction to luff under his stern, and passing him within ten yards, distinctly discharged every gun from the *Leander* into him. As from thenceforward was nothing but a continued series of heavy firing within pistol-shot, without any Wind, and the Sea as smooth as glass, I feel it unnecessary to give you the detail of the effects of every shot, which must be obvious from our situation. I shall therefore content myself with assuring you, that a most vigorous cannonade was kept up from the *Leander* without the smallest intermission, until half-past three in the afternoon. All this time the Enemy having passed our bows with a light breeze, and brought himself on our starboard side, we found that our guns on that side were nearly all disabled by the wreck of our own spars, that had all fallen on this side. This produced a cessation of our fire; and the Enemy took this time to ask us if we had surrendered? The *Leander* was now totally ungovernable, not having a thing standing but the shattered remains of the fore and main-masts, and the bowsprit; her hull cut to pieces, and the decks full of killed and wounded; and perceiving the Enemy, who

had only lost his mizen-top-mast, approaching to place himself athwart our stern; in this defenceless situation I asked Captain Berry if he thought we could do more? He coinciding with me that farther resistance was vain and impracticable, and indeed all hope of success having for some time vanished, I therefore now directed an answer to be given in the affirmative, and the Enemy soon after took possession of His Majesty's Ship. I cannot conclude this account without assuring you how much advantage His Majesty's Service derived during this Action from the gallantry and activity of Capt. Berry, of the Vanguard. I should also be wanting in justice if I did not bear testimony to the steady bravery of the Officers and Seamen of the Leander in this hard contest, which, though unsuccessful in its termination, will still, I trust, entitle them to the approbation of their Country. The Enemy proved to be the *Genereux*, of 74 guns, commanded by M. Lejoille, *chef de division*, who had escaped from the Action of the 1st of August, and being the rearmost of the French Line, had received little or no share of it, having on board 900 Men, about 100 of whom we found had been killed in the present contest, and 188 wounded. I enclose a list of the loss in killed and wounded in the Leander, and have the honour to be, &c.

T. THOMPSON.

A Return of Officers and Men Killed and Wounded on board His Majesty's Ship Leander.

Officers killed.—Mr. Peter Downes*, Midshipman; Mr. Gibson, Midshipman of the Caroline; Mr. Edward Haddon, Midshipman.—24 Seamen killed.—Marines killed: Serjeant Dair, and 7 Privates.—Total: 3 Officers, 24 Seamen, 1 Serjeant, 7 Marines.

Officers wounded.—Capt. Thompson, badly; Lieut. Taylor; Lieut. Swiney; Mr. Lee, Master; Mr. Mathias, Boatswain, badly; Mr. Lacky, Master's Mate; Mr. Nailor, Midshipman.—41 Seamen; 9 Marines.—Total: 7 Officers, 41 Seamen, 9 Marines, wounded.

* This gentleman was the younger Son of the ancient Family of Downes, of Shrigley, in Cheshire. He was only in his 20th year, but had served in the most active scenes during the whole of the War, with the highest honour to himself, the most distinguished approbation of his commanding Officers, and the universal esteem of his Comrades. Towards the conclusion of the defence of the Leander, he received a fatal shot, of the wound from which he lingered, with the greatest resignation, till the following morning.—Ed.

The circumstance of their being taken Prisoners was not the only inconvenience which Captain Thompson and his Officers sustained; for no sooner had they arrived on board of le *Geneux* than they were plundered of every article belonging to them, excepting the clothes which they wore. They expostulated with the French Captain on the harshness of this treatment, but their remonstrances were in vain; and when they reminded him of the situation of the French Officers who had been made Prisoners by Admiral Nelson, in comparison with those now taken in the *Leander*, he coolly replied:—“*J'en suis fâché, mais le fait est, que les François sont bons au pillage**.” Captain Berry expressed a wish to have a pair of pistols returned to him, of which he had been plundered. On their being produced, however, by the Man who took them, the French Captain immediately secured them for himself, telling Captain Berry that he would give him a pair of French pistols to protect him on his journey home. It is proper to add, that the promise was never performed.

Various other acts of cruelty were experienced by Captain Thompson and his gallant Crew, from these worshippers of liberty and equality, which would have disgraced a Bombay Corsair, or an American Savage. Their inhumanity was even carried to such an extreme, that, at the very moment when the Surgeon of the *Leander* was performing the surgical operations, he was robbed of his instruments; and the wound which Captain Thompson had received was nearly proving fatal by their forcibly withholding the attendance of his Surgeon. The barbarous treatment inflicted on these brave Men was continued even after their arrival at Corfu, as is evident from the following letter on this subject, addressed by Mr. Stanley, the British Consul at Trieste, to the Lords of the Admiralty:—

MY LORDS,

Trieste, 3d December, 1798.

Thirty Seamen of the *Leander*, which was taken and carried into Corfu, arrived here from that Island the 20th ult. : these poor Men were forced away in three small inconvenient Vessels, ten in

* I am sorry for it; but the fact is, that the French are expert at plunder.

each, some of them badly wounded, and in a very weak state, being obliged to lie on the decks, exposed to the inclemency of the season, seventeen days. On Friday ten more arrived from the same place. The first thirty, having finished their quarantine of thirteen days, came out this morning much recovered from the attention to their health and food. The last ten have suffered more than the others, being twenty-three days on their passage, and so short of provisions, that, had not some Passengers taken compassion on them, they must have perished. I am sorry to observe the French behaved very badly to them in the shortness of provisions. I hope, by proper care, to restore these valuable meritorious Men to their Country and Families.

I have the honour to be, &c.

EDWARD STANLEY,
British Consul at Trieste.

Right Hon. Lords Commissioners
of the Admiralty.

By comparing the following ridiculous and bombastic epistle from the Captain of the *Genereux*, with the plain unvarnished statements of the British Officers who were concerned, our Readers will be enabled to judge of the *veracity* with which Frenchmen write, as well as of the *superior gallantry* with which they fight.

Corfu, September 8, 1798.

I have the pleasure to announce to you my arrival at Corfu. I have been here for some days past, having brought in the English Ship *Leander*, of *seventy-four* guns, which I met near the Isles of Goza and Candia, about a league from the Shore. This Ship had been sent to carry dispatches from Bequiers Road*, where the English had attacked us on the 1st of August. We were at anchor, but in a position certainly not very secure for our Squadron: of this bad situation they took advantage, and having placed us between two fires, a most dreadful slaughter took place, the Ships not being at a greater distance than pistol shot, and at anchor. From the circumstance of the Wind, with relation to the English Ships, we should have been superior in the contest, if l'Orient, our Admiral's Ship, had not blown up in the air, which threw us all into disorder; as, to avoid the flames that had already reached le Tonnant, every Vessel was obliged to shift its station. Having, however, placed my Ship in a situation favourable to the

* Meaning Aboukir.

direction of its cannon, I fought her until three in the morning of the following day to that in which, at ten in the evening, l'Orient blew up.

By a singular accident I missed having a broadside at Captain Darby, who sailed with us in the last War from the Cape of Good Hope to Cadiz. His Ship, the Bellerophon, of 74 guns, sailed past me about half-past ten in the evening, having lost her main-mast and mizen-mast. I fired three of our shots at her, which carried away the mast she was hoisting, and struck away one of the lanthorns off the poop.

I immediately ordered one of my Officers to go *in pursuit of, and to bring on board of my Ship the Captain of this Ship*; but in half an hour afterwards, when I was about to send my Boat on board her, the fire from several English Ships being directed against me, compelled me rather to think of answering their guns than of taking possession of the other Ship; and the slow manner in which the Officer whom I had dispatched proceeded to execute my orders, was the cause of my failing to take possession of this other Ship.

As to the Leander, I was obliged to fight with her for nearly four hours and three quarters. She carries *seventy-four* guns, 24 and 30 pounders on her lower deck, and 12 pounders on her upper. I should have made myself Master of her in less than an hour, had we been at close fighting. During the Engagement we boarded her; and I should have succeeded in making prize of her by boarding, if I had had a more active Crew.

(Signed)

LEJOILLE, jun.

On the 17th of December, 1798, Captain Thompson having been regularly exchanged, a Court Martial was held on board His Majesty's Ship America, at Sheerness, to inquire into his conduct, and into that of the Officers and Men who served under him, when the Leander was taken. The requisite forms having been gone through, the Court delivered the following honourable sentence of acquittal:—

The Court having heard the evidence brought forward in support of Captain Thompson's Narrative of the Capture of the Leander, and having very maturely and deliberately considered the whole, is of opinion, that the GALLANT and ALMOST UNPRECEDENTED defence of Captain Thompson, of the Leander, against so superior a force as that of the Genercux, is deserving of every praise this

Country and this Court can give; and that his conduct, with that of the Officers and Men under his command, reflects not only the highest honour on himself and them, but on their Country at large; and the Court does therefore *most honourably* acquit Captain Thompson, his Officers, and Ship's Company; and he and they are hereby *most honourably* acquitted accordingly.

The President of the Court, after the sentence had been read, addressed Captain Thompson in the following words:—

Captain Thompson—I feel the most lively pleasure in returning to you the sword with which you have so bravely maintained the honour of your King and Country: the more so, as I am convinced, that when you are again called upon to draw it in their defence, you will add fresh laurels to the wreath which you have already so nobly won.

Soon after this period, His Majesty was pleased to confer the honour of Knighthood on Captain Thompson, and to reward his services with a pension of 300*l.* per annum.

In the following Spring, 1799, he was appointed to the *Bellona*, of 74 guns, and joined the Fleet under the command of Admiral Lord Bridport, off Brest, between the 30th of April and the 12th of May. From this Station he was dispatched, to reinforce Earl St. Vincent, with whom he remained, in the Mediterranean, till the month of August, and then returned to England.

In the course of the year 1799, Sir Thomas had the satisfaction of hearing, that his old Ship, the *Leander*, was taken at Corfu, by the Russians and Turks; and that the Emperor of Russia had ordered her to be restored to His Britannic Majesty.

In the early part of 1800, Captain Thompson was employed in the Channel and in Soundings; whence he returned with Admiral Sir Alan Gardner, to refit, in the month of March.

We are not aware that our Officer was engaged in any farther service, until the period of the memorable Baltic Expedition, which sailed from Yarmouth Roads, under the command of Sir Hyde Parker, in March 1801. The glorious Victory of Copenhagen, which speedily followed, is already recorded in our

Chronicle*, and will live in history, "till time itself shall die with age."

From the intricacy of the navigation, the *Bellona* took the ground before she could enter into action; and, by this unfortunate circumstance, Captain Thompson was prevented from taking so distinguished a part in the Engagement as he would otherwise have done. But, though not on the spot which had been assigned her, the *Bellona* was so stationed as to be highly serviceable, and the gallantry of her brave Commander was displayed with considerable effect. Being stationary, and within reach of the Enemy's Batteries, the loss which she sustained was considerable. She had nine Seamen and two Marines killed; and forty-eight Seamen, ten Marines, and five Soldiers, wounded. Among the latter number was Captain Thompson himself, who had the misfortune to lose one of his legs in the Action:

For his services on this occasion, he, in common with the rest of the Officers of the Fleet, received the thanks of both Houses of Parliament. His merit also was farther rewarded by an increase of his pension, from three to five hundred *per annum*; and he has, we believe ever since, enjoyed the command of the *Mary Yacht*, now stationed at Deptford.

Captain Thompson's professional achievements are of a conspicuous stamp. His exertions at the Victory of the Nile entitle him to high praise; at the Battle of Copenhagen, all that was possible for man to do, in his situation, was performed; and his defence of the *Leander*, so brave, so judicious, so determined, will never be forgotten in the annals of the British Navy.

We have now only to speak of Sir Thomas Boulden Thompson as a private Gentleman. As is evident from his portrait, which is considered to be a striking likeness, he possesses a manly, expressive, and interesting countenance; he is above the middle size, of a vigorous make, and graceful figure. The latter, however, is now losing somewhat of its proportion; as, from the loss of his leg, he is incapable of taking much exercise,

* *Vide* Vol. V, pages 334 and 351.

except on horseback, and a tendency to corpulence becomes daily more and more visible.

While at Gibraltar, he became acquainted with Miss Raikes, Daughter of Robert Raikes, Esq. of Gloucester, a young Lady of great beauty and accomplishments, and Niece to an Officer high in rank in the Garrison. To this Lady Sir Thomas has been married some years, and has a family of two or three children.

Since his retirement from the active duties of his Profession, he resides on a farm of some extent, near Bushy Park; and though he no longer fights the Battles of his Country, he feasts not idly on her produce; but, like another Cincinnatus, devotes his time to the humble toils of agricultural pursuits:

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

LORD MELVILLE AND MR. TROTTER.

THE following is a clause in the Bond of Release executed between Lord Melville and Mr. Trotter, in Feb. 1803, respecting the destruction of Vouchers:—

Whereas for several years past there have been sundry accounts, reckonings, and money transactions depending between us, the accounts of which have lately been examined, adjusted, and agreed upon between us; and upon such examination, settlement, and adjustment, there remained a balance due from the said Alexander Trotter to the aforesaid Lord Viscount Melville, of one thousand five hundred and eighty pounds, eleven shillings and one penny, sterling money; with which final examination, statement, and adjustment, both parties declare themselves perfectly satisfied, and do hereby approve of and ratify the same. And they have either mutually delivered up to each other, or resolved and agreed mutually to cancel and destroy all the vouchers or other memorandums and writings, that at any time heretofore may have existed, passed, or been interchanged between them relative to the said accounts, and the different items and articles of which the said accounts are composed or consist; and they have further resolved

and agreed, mutually to release and discharge each other up to the day of the date of these presents, for now and ever : Therefore, &c. &c. &c.

WINDSOR CASTLE PACKET, CAPT. SUTTON.

Barbadoes, March 19.

THE Windsor Castle Packet, Capt. Sutton, arrived here from Falmouth, a few days since, in twenty-nine days. She would have been here sooner, had she not fallen in with a large French Privateer Brig to windward, carrying 20 guns, twelves and nines, and 175 Men. She came down under the Packet's lee bow, when she tacked Ship, with Spanish Colours flying, but soon after hoisted French, and fired a broadside. The Packet continued her course, making use of her small arms only, as she could not get any of her great guns to bear on the Privateer. She then ranged up close under the Windsor Castle's quarter, and twice attempted to board, but was repulsed with the loss of several of her Crew. At length the Packet had the good fortune to get two of her guns, with round and canister, to bear on the Brig, and carried away her bowsprit and main-top-mast, when she dropped astern, to repair her damage, which must have been great. The defence of the Packet is here spoken of in the highest terms, as she carried only eight guns, and had on board only thirty-two People, including three Passengers. Her loss is not great, considering that she maintained a running fight of four hours continuance. One of her Men was killed, and three Passengers and six Seamen were wounded. Great praise is due to Captain Sutton and the Master for their very gallant conduct while in the presence of the Enemy, and the animating conduct of the Passengers cannot be spoken of too highly. It is with pleasure I can say that the wounded are all in a fair way, and will doubtless be well again in a few days. The Merchants here have voted a piece of plate, of 150 guineas value, to Captain Sutton, for his gallant defence of the mails given into his charge, and it is to be hoped that Government will not let this meritorious action pass unrewarded.

Names of the Passengers wounded.—J. Graham, a ball through the cheek ; M. Franklin, fleshy part of the thigh, with musketry ; G. Ledeatt, calf of the leg.

ADMIRAL HADDOCK.

WHEN the renowned Admiral Haddock was dying, he begged to see his Son, to whom he thus delivered himself:—"Notwithstanding my rank in life, and public services for so many years, I

shall leave you only a small fortune; but, my dear boy, it is *honestly* got, and will wear well; there are no Seamen's wages or provisions in it; nor is there one single penny of *dirty money*.

LORD NELSON.

LORD NELSON, shortly after the memorable Battle of Copenhagen, had occasion to write to his Wine Merchant, to whom he facetiously apologized for not answering his letter, "as he had lately been much *engaged!*"

CAPTAIN OF THE FAME, OF HULL.

THE Captain of the Fame, of Hull, and a Sailor, made their escape from Prison at Verdun in France, on the night of the last of April, having first secured a stock of provisions. Proceeding by bye roads, they reached a wood on the third day, in which they made themselves a small hut with some timber which they found; and, while reposing in it for a few hours, were attacked by a Wolf, which made several attempts to get into them, but without effect. On the fourth day their provisions being expended, they were obliged to attempt procuring a supply at a small Village, where they were taken into custody, and marched back on the road towards Verdun by four Men, from whom, however, finding their muskets not charged, they escaped, after travelling about a mile. Arriving on the Banks of the Sarr, near Sarr Libre, they swam across the River, and travelled onward towards the Rhine; on the Banks of which, near Biberack, they arrived on the 9th of May; and partly by force, partly by money, obtained a passage over. From thence they passed, by way of Hesse Cassel, through Germany to Embden, which they reached on the 22d, and taking shipping there, with four other British Sailors who had also effected their escape, arrived in this Country a few days ago.

GALLANT EXPLOIT.

A GALLANT Exploit was performed at Hastings, June 13, by two Row-boats belonging to this place, with a party of Sea Fencibles, under the immediate command of Lieutenant Market, who is stationed here.

On the evening of Wednesday a French Privateer was observed lurking in this neighbourhood; and the Fishermen, fearful of falling into their hands, returned again to the Shore a short time after having put to Sea. A coasting Sloop was observed at this

time coming before the Wind, and not being apprehensive of danger, fell an easy prey to the Enemy, who was seen to take possession, and stood out to Sea. The Boats before mentioned were soon manned with Volunteers from the Sea Fencibles with that alacrity which so eminently distinguishes British Seamen in the hour of danger, and on all other occasions where exertion is necessary, and, after a long and laborious chase of many hours, came up with the Sloop, and succeeded in the dangerous enterprize of boarding, and have this morning brought her into Hastings Road. She proves to be the Industry, from Exeter to London, with sundry articles of Merchandize. The Privateer suffered the Master, with two Men, to remain on board, having previously robbed them of their watches, money, and clothes. The Mate, with two Boys, were sent on board the Privateer.

LOSS OF THE SHIP JUPITER.

THE Ship Jupiter, Law, which sailed from the Downs on the 6th of March, for new York, on the 6th of April, lat. 40° 20', long. 49°, fell in with an immense quantity of wreck, by a piece of which her starboard bow was stove in: finding the pumps insufficient to keep her afloat, 38 Men, Women, and Children, got into the Long-boat, and the Captain and seven others in the Yawl, and had scarcely time to push off, when the Ship sunk with 27 Passengers on board. The Yawl was picked up two days after, but the Long-boat has not been heard of: there is reason, however, to suppose that she has likewise been picked up, as several Vessels were standing in the direction she took.

MARRIAGE BETWEEN LADY HONORA LAMBERT AND LIEUT, WOODGATE OF THE ROYAL NAVY.

WITH the progress of that mutual passion which led to this now indissoluble connection we are unacquainted; but the circumstances that occurred at the altar will be found to be somewhat out of the usual routine of modern marriages. Her Ladyship is the Daughter of the Earl of Cavan, and on the 29th of April last completed the 21st year of her age. Lieut. Woodgate of the Navy served with the Noble Earl in Egypt, where he received a wound in his leg, which, without being amputated, obliges him, nevertheless, to make use of a wooden one. This wounded Officer, on Saturday last, gave notice to the Parish Clerk of St. Pancras, that he should, on the following morning, repair to the church of that parish, to be married to one Honora

Lambert, for which he had a license (which afterwards proved to be a special one,) and requested the Clergyman might be in attendance at a quarter past nine o'clock, and particularly desired that no delay might take place. On the same day (Saturday) Lord Cavan called with a friend on the Parish Clerk, and inquired if he had not had notice of such an intended marriage; on being answered in the affirmative, his Lordship requested he might be permitted to wait in the Clerk's house to see the parties pass to the church, which was agreed to, and the next morning he attended at an early hour; but previous to his going to the Clerk's house, he had stationed some persons opposite the church door to recognise the parties.

About the appointed time (a quarter past nine o'clock) his Lordship was informed by one of his sentinels, that the parties were in church; whither, with three friends and two stout servants, he immediately repaired, and, on entering, demanded his Daughter; which being refused by the Lieutenant and his friends, very high words ensued, and the argument was conducted with such violence, that it was thought proper to call in the constables resident in the neighbourhood. The Clergyman at length arrived (but not until nearly one hour behind the appointed time,) and joined the parties in the vestry, when, we understand, his Lordship, in the most positive terms, forbid the marriage. But whether the Clergyman thought he was not warranted in refusing to perform the ceremony, both of the parties being of age, or from what other motive he might have acted, we do not pretend to decide, but to the altar, in presence of the Noble Earl, was his Daughter led, "nothing loth," and the service was commenced; in the middle of which his Lordship rose, and in a loud voice three times forbade the marriage. He was instantly answered by the Parson, who informed his Lordship that the couple were already betrothed to each other, and that it was his duty to finish the ceremony, which he accordingly did; and as soon as it was concluded, the *Naval Hero bore away his Prize*. His Lordship left the church, after he was informed by the Clergyman that the parties were *betrothed*, which was before the ceremony was quite finished. Lord Cavan was married very early in life, and has not yet completed his 42d year: Lady Honora is his Lordship's eldest child living.

MEDUSA FRIGATE.

THE Medusa Frigate, commanded by Sir John Gore, with the Marquis Cornwallis and Suite on board, arrived at one of the

Cape de Verd Islands, on its way to India, in seventeen days, being the quickest passage, perhaps, ever known to be made by a Ship of that description.

LIEUTENANT YEO AND HIS BRAVE COMPANIONS.

A FEW minutes before Lieut. Yeo and his fifty gallant Companions left the Ship, Captain Maitland addressed them in one of those short and ardent speeches which are alone fit to be used in the midst of danger and exertion. He reminded them who they were, and against whom their exertions were to be directed; and told them particularly, that as it was the birth-day of their Sovereign, they ought to prove the superiority of their loyal attachment by a gallantry transcending any thing that had been before accomplished, by themselves or others, in the British Navy. The gallant Tars gave three cheers, with an enthusiasm promising all the heroism and success by which they, in the next 45 minutes, distinguished themselves; and then with the utmost eagerness made for the Shore.

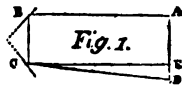
Amongst the other eccentricities of British Sailors and Royal Marines, the following is almost equal to that at Panama, in the South Seas, under Commodore Anson, which happened in the Spanish War of 1742. When the Sailors and Marines of *la Loire*, of 44 guns, got possession of the Fort of El Mauros, near Cape Finisterre, and had secured all the surviving Prisoners, having sent off the Stores, they took off the Spanish Soldiers' fierce Grenadier caps and accoutrements from the dead bodies of the killed, and rowed in this state to their Ship, all black and begrimed with the fatigue they had undergone. Captain M. and their Shipmates were quite astonished to see them, and could scarcely keep from laughing at their grotesque figures. When they had taken a Battery of two guns, the fire of which annoyed *la Loire* and their Boats in landing, the fire of the regular Fort of 14 guns was opened with grape shot. Lieutenants Yeo and Lowe immediately proposed to attack it;—at it they went, entered the gate, and found the Spanish Troops drawn up to receive them. The Governor, with an Officer, singled out the above Officers, and they fought hand to hand. Although quarter was offered them, the Governor refused, and fell, covered with wounds. The other Officer was also badly wounded; but the Sailors and Marines fought three times their number pell-mell, and finally obliged the whole of them to surrender.

PHILOSOPHICAL PAPERS.

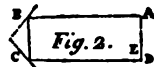
A demonstrable, accurate, and at all Times practical Method of adjusting HADLEY's Sextant, so as to render the back Observation equally correct with the fore Observation, and to measure an Angle of 150, 160, or 170 Degrees, as accurately as one of 30, 40, or 50 Degrees.—Communicated to the Astronomer Royal, by Letter, dated Sept. 28, 1803. By the Reverend MICHAEL WARD, of Tamworth, Staffordshire.*

HAVING several years used a Hadley's Octant by Dollond, of the common construction, to compute the time from the Sun's double altitude, in order occasionally to examine the rate of going of a gridiron-pendulum clock; I have often lost a number of observations from want of a certain dependence on angles above 90 degrees; the same inconvenience attended all attempts at revising a table of Refractions of stars above 45 degrees meridional altitude; and also all lunar distances above 90 degrees required a more extensive instrument: the one I have, however, being a great favourite with me, it became more an object with me to invent some mode of bringing that accuracy to measure larger angles than 90 degrees, than to purchase a more extensive one. Flattering myself that the subjoined experiments and observations will give, if not exactness, at least a demonstrable deviation within 15 seconds, I shall feel myself happy if what I communicate will prove of service to others in its present state, or may give rise to any new ideas of improvement in the instrument itself.

It is a known principle in Optics, that the angle of reflection is equal to the angle of incidence; hence the angle formed by B and C in *fig. 1*, being greater than a right angle, B receiving a ray and transmitting it to C, the consequence from the above principle is AD becomes greater than AE; AE being equal to the distance of the reflecting points in B and C.



In *fig. 2*, B and C forming a right angle, E and D coincide.



In *fig. 3*, B and C forming an angle less than a right angle, AD becomes less than AE.

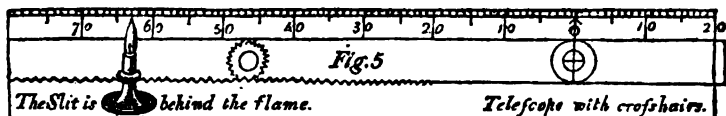


* We are indebted to the LXXIVth Vol. of the Gentleman's Magazine for this useful Paper.

Having adjusted the *back* observation-glass as for a *fore* observation, draw a pencil line from its center to the center of the hole in *Z*, and from the center of the index-glass let fall a perpendicular *LM*; this line in my instrument is 6.33333 inches.

Now *GH* being previously made equal to *LM*, and the index set to 0 on the limb, turn the back observation-glass to its *proper* situation, and adjust it as nearly as you can.

The line *GH* is now to be changed for the following apparatus. In a scale of wood about five inches broad and a foot long, and an inch thick, let there be a slit made two or three inches long, and not exceeding one-thirtieth of an inch in breadth: at 6.3333 inches from this slit, let a scale of inches divided into tenths begin both ways; let a telescope, magnifying any number of times from 3 or 4 to 30, be so contrived as to move nearer or farther from the slit by means of a screw, and also perpendicular to the plane of the scale, let the telescope also carry an index corresponding to the center of the cross hairs within it, opposite to the slits let there be a socket to hold a small bit of candle: the whole will be easily comprehended by inspecting *fig. 5*.



Fix both instrument and apparatus on a plank, or in a box open at both ends, so that *GM* may for a reason to be given below be 176.88734 inches.

If *GK* exceeds *GH*, the angle *ACB* is then more than a right angle, and the angle *KBH* is double the angle *SCB*, for *SCA* is drawn to represent a right angle.

But if *GK* equals *GH*, the angle *ACB* is a right angle, and *K* and *H* coinciding, the angle *KBH* vanishes of course, *SCB* vanishes also, and coincides with the right angle *SCA*.

But if *GK* is less than *GH*, so as that *K* fall on *P*, then the angle *ACB* will fall within, or be included in the right angle *ACS*, and the index line *CB* will take an angular situation similar to that of the line *CW*, and the angle *PBH* will be double the then angle *SCW*.

The reason why *KBH* is double the angle *SCB* is, suppose a ray comes from *G* upon *A*, is thence reflected to *B*, the index-glass *B* being set at more than a right angle to *AC*, whatever excess in

incidence it receives, the same excess in *reflection* also it transmits to GK, of course therefore KBH is double SCB.

The apparatus being thus explained, and the principles established, let us now apply them practically to measure the angle KBH.

Let us first find the length of BH or GM.

From the property of the circle it is evident that if the radius be 57.29578 inches, the line of one degree will be one inch, and the sine and tangent of angles less than 10 minutes have no discernible difference, therefore the sine may be used for the tangent: therefore 343.77408 inches radius will give 6 inches for 1 degree.

Now 6 inches being divisible into 60 tenths, one-tenth of an inch will correspond to one minute; but, as has been already observed, the angle KBH will measure double the angle SBC, therefore *half* the radius with the same 6 inches sine will measure out the minutes of the angle SBC at one-tenth of an inch for each minute.

Then 176.88734 inches must be the length of BH or GM.

If this length be doubled, then each tenth will measure 30 seconds.

If tripled, the divisions will be 20 seconds each, &c. &c.

Having placed the instrument, and directed the telescope along the line GM to A, light the candle and look for its reflection through the slit, and you will find 3, 5, or 7 lines of light, but the middle one the brightest; bring that into the center of the telescope by screwing the telescope nearer to, or farther from the slit as occasion may require, then note at what division the index on the telescope stands; suppose it at $4\frac{1}{2}$ of the divisions to the right of the instrument, will measure all angles by back observation $4^{\circ} 15''$ too much, yet subject to the laws of the back observation in the common way: thus an angle of $42^{\circ} 52' 30''$ so taken must be diminished to $42^{\circ} 48' 15''$, and this taken from 180° leaves $137^{\circ} 11' 45''$ the true angle; and so in other cases.

If this mode be not approved of, another, perhaps as accurate, may be tried: set the index of the telescope to *o* on the scale of the apparatus, and the index of the instrument at *o* on the limb, then move the index of the instrument along the limb till the middle bright light occupies the center of the telescope as before, and the angle of deviation, if to the *left*, must be *subtracted*; if to the *right*, *added*; thus $4' 15''$, in the example just given, would be pointed out on the small arch to the right, and must also be applied as before.

Many more, and perhaps useful, observations might be added,

and a mode of setting both glasses perpendicular to the plane of the instrument, by the use of the above apparatus; but I fear I have already exceeded the limits allowed to communications in a Monthly Publication; I shall therefore add no more, except to say, it will give me pleasure to find the present communication considered as useful.

M. W.

ON THE LUMINOUS APPEARANCE OF THE SEA.

(From ST. VINCENT's *Voyage in the African Seas.*)

ON the evening of the 23d of December, we noticed in the wake of the Ship, besides the usual phosphorescent appearance of the Sea, very brilliant coruscations, evidently proceeding from considerable numbers of mollusca. We caught several of them, which, on examination, seemed to constitute a new molluscan genus.

The body of these animals is cylindrical, of a firmish consistency, attenuated at one of the extremities, transparent, and somewhat yellowish. Its whole substance is full of small grains of a deeper yellow, while the exterior surface is covered with unequal tubercles of the same nature with the rest of the body. Its only indication of life was a slight degree of swelling, when molested; its length seldom exceeds five inches, and its thickness an inch; and it is enclosed in a covering or sheath. In outward appearance it resembles Muller's *Holothuria elegans*. As it emits very luminous scintillations during the night, I have designed it *Monophora noctiluca**.

The phosphorescence of the Sea is such a singular phenomenon, that it cannot be surprising that those who have witnessed it should endeavour to investigate its cause. In all parts of the Ocean, as soon as day begins to decline, a new light breaks forth from the bosom of the waters, and diversifies the gloomy sadness of the surrounding scene.

The foaming and agitated billows are covered with a multitude of luminous points of various sizes; some of them extremely minute, but all possessing great brilliancy. A Ship driven before the Wind leaves in her track a stream of light, which is very slowly effaced. Flat sandy Sea shores washed by the waves, algæ, or other marine productions left by the returning waters, become suddenly luminous in the dark on the slightest pressure; so that

* *Monophora noctiluca*, oblonga, attenuata, tuberculata.

the foot or hand placed on the sand or on the moist fuci, leave thereon traces of light similar to that produced by the presence of the glow-worm.

In certain parts of the Ocean, particularly under the Line, the whole surface of the waters is illuminated in a very remarkable degree. A bucket of water taken up during the day in these latitudes, in which it is impossible to discern by the naked eye, or even by the aid of an ordinary microscope, any animalcula or other extraneous body, will nevertheless, on being agitated by the hand, in the dark, display the same luminous appearance, and even leave on the fingers traces of phosphoric light. On being kept, however, for a certain time, it ceases to exhibit these phenomena.

Besides the small luminous particles now mentioned, the Sea contains an immense multitude of animals, which emit a very remarkable light. We here allude to a particular species of mollusca, by which this property is possessed in an eminent degree. These luciferous animals almost all belong to the class of transparent and gelatinous worms; they have the power of producing a light, which they can spontaneously augment, diminish, or altogether extinguish.

If it had not been demonstrated that the mollusca are hermaphrodites, we might have presumed that Nature had endowed the one sex at certain periods with the faculty of surrounding itself with light, in order to attract the notice of the other.

It seems at first sight that these mollusca, which scarcely deserve the name of organized beings, thrown defenceless upon an element inhabited by voracious and monstrous animals; it seems, I repeat, on this view of the subject, that they have received from Nature a transparent form, in order that, by being confounded with the translucent fluid they inhabit, they may escape being altogether exterminated by their Enemies. On the contrary, however, why has Nature bestowed on them an opposite faculty? Why, amidst the security afforded by the darkness of the night, do they dart as it were out of themselves, and disseminate to a distance traces of their existence?

It is still more singular, that on the approach of danger these mollusca should surround themselves with light, as if more certainly to lead to their own destruction: for it is only when injured by the beating of the surges, the dashing of the waves against a hard body, or by the friction produced in the track of a Vessel, that we see these gelatinous worms, which are so profusely

scattered over the surface of the Sea, begin suddenly to sparkle, and diffuse around them this luminous appearance.

The analogy which prevails between these mollusca and the microscope worms usually termed *animalcula infusoria*, is so striking, that we are compelled to conclude that, like the glutinous mollusca, the myriads of imperceptible beings abounding in Sea water possess the power of rendering themselves luminous at pleasure, that they also exert this faculty when injured, and that it is to this property of microscopic animals the phosphorescent appearance of the Ocean must be ascribed. The luminous appearance of Sand-banks, and of marine plants, which may naturally be supposed to afford a retreat to a vast number of these salt-water *animalcula infusoria*, affords a new proof in support of the truth of this opinion. But why do not the fresh-water *animalcula infusoria* likewise possess this phosphoric quality? Why, in large marshes, wherein such multitudes of animals invisible to the naked eye are discoverable by the help of a microscope, do we not behold something similar to the phosphorescent appearance of the Sea?

The mollusca are in general regarded as poisonous; but ought they in reality to be considered so? Has Nature endowed them with an instinctive knowledge of their deleterious quality, in order that they might remain in safety amidst the numerous enemies by which they are surrounded? Can they communicate this knowledge to the fish that might otherwise be tempted to make them their prey?

No accurate microscopic observations, it must be confessed, can be added in support of the opinion I have ventured to propose: I am also fully aware that several Naturalists deny that the scintillations of the Sea are produced by the presence of these animalcula; scintillations very different however from the light produced by molluscous worms. These Naturalists believe that the Sea, like the Earth and Air, peopled by an innumerable host of animals, generated only to die, must contain myriads of them in a state of putrefaction; and that as the putrefaction process has been going on for millions of ages, it affords a satisfactory explanation of the phenomena in question.

In fact, there is between the Ocean and the Earth this difference, that the former is always in a state of agitation, whilst the latter remains relatively at rest. In proportion as the organic beings which inhabit the Earth cease to live, and are decomposed on its surface—moisture, the particular attraction of different substances for one another, their specific gravity, as well as various unknown

causes, prepare the elements of decomposed bodies to enter into new combinations, by which means there is an incessant reproduction of animal and vegetable life.

In the Sea, on the contrary, the effects of the tides, and the influence of opposing currents, prevent those combinations taking place which are necessary to the formation of new bodies; the remains of animal and vegetable substances, broken by the force of contending waves, are indiscriminately mingled in the agitated waters; hence, perhaps, proceeds the unctuous quality, bitter taste, and remarkable viscosity of Sea water; its brackish taste may originate from the same cause; and to the phosphorus produced by the decomposition of so many animal bodies, has been attributed the luminous appearance of the Ocean. Besides, as the pure water of the Sea is diminished by the effect of evaporation and other causes, which scarcely at all act on the substances it contains, it should seem, according to this last hypothesis, that the waters of the Sea must decrease in proportion to the age of the World; and that its saltness, viscosity, and other qualities, as well as the phosphorescent appearance of the waves, should daily continue to augment.

Such are the ideas which the appearance of this phenomenon produced in my mind: I forbear, however, to give any decisive opinion respecting its cause. I have related facts, and ventured to state some doubts, leaving it with the learned to deduce their own conclusions.

CORRECT RELATION OF SHIPWRECKS.

[Continued from Vol. XIII, page 452.]

Æt. XII.

Again the dismal prospect opens round,
The wreck, the shore, the dying, and the drown'd.

FALCONER.

MR. EDITOR,

AGREEABLY to my promise, I have now the pleasure of transmitting to you the *Second Part* of the "*Narrative of a Shipwreck on the Island of Cape Breton.**"

I am, Sir,

Your humble Servant,

L.

* *Vide NAVAL CHRONICLE*, Vol. XI, page 447.

ABOUT a fortnight after we had fixed ourselves in the hut, the Mate and I took an opportunity of walking ten or twelve miles up a River, upon the ice, where we observed many tracks of moose-deer, and other animals, some of which we might have killed, had we been provided with ammunition. In our progress we discovered several trees cut on one side, apparently by an axe, which induced us to think that there might be Indians near at hand. On going farther, we perceived, by a whig-wam, which remained, that there had been some there lately. We likewise found the skin of a moose-deer hanging across a pole. It gave us much satisfaction to find that we were in a place where inhabitants had recently been, as it was probable they might again return there. In case this should happen, I cut a long pole and stuck it in the ice upon the River; then with my knife, which was the only one amongst us, I cut a piece of bark from a birch tree, and forming it into the shape of a hand, pointing towards our hut, fixed it on the top of the pole, and took away the moose-skin, in order that they might perceive that some persons had been on the spot since they left it, and the route which they had taken on their return. We then pursued the way back to our habitation.

Twenty days having elapsed since our Shipwreck, and our provisions being very much reduced, I began to entertain a suspicion, that there was some foul play during my absence at different times from the hut in search of Inhabitants. I therefore determined, if possible, to find out the truth; and, by keeping a constant watch at night, I at length discovered, that the depredators were the Captain and two Sailors, who had consumed no less than seventy pounds in so short a space of time. To prevent such practices in future, the Mate and I never went out together, one of us constantly remaining in the hut.

We continued in a state of suspense from our last discovery for some days, when, giving up all hopes of seeing any Indians in this place, having provisions for only six weeks longer, and a few of our Men being recovered, I proposed leaving our habitation, with as many as could work in the Boat, in search of Inhabitants. When we came, however, to put this proposal in execution, a new difficulty started itself; viz. that of repairing the Boat, which had been beaten in such a manner by the Sea upon the Beach, that every Seam was open. We first attempted to stop them with dry oakum, but soon found that it would not answer the intended purpose; and having saved no pitch from on board the Wreck, we began to despair of the possibility of repairing them. I at length

thought of making a kind of succedaneum for pitch of the Canadian balsam, which had been shipped for apples. We accordingly went to work in making the experiment, and boiled a quantity of the balsam in the iron kettle which we had saved, and by frequently taking it off the fire to cool, we soon brought it to a proper consistence. A sufficient quantity of it being prepared, we turned up the Boat, and having cleaned her bottom, gave her a coat of the balsam, which effectually stopped up all crevices for the present. This done, we got a small sail rigged to a mast, which shipped and unshipped occasionally; and then pitched upon the persons who were to go with me in the Boat.

By the 1st of January we got our Boat in tolerable condition, and likewise our mast and sail rigged. Our agreement was to take six in the Boat, viz. the Captain and Mate, two Sailors, myself, and Servant; none of the rest being sufficiently recovered to accompany us. Our shoes being all nearly worn out, my employment, during the whole of the next day, was to make a kind of *mowkissins*, or Indian shoes, of canvas. My needle was nothing more than the handle of a pewter spoon, and the same canvas supplied me with thread. As soon as I had made two pair for each Man in our Party, we divided the provisions that remained into fourteen equal parts, which amounted only to a quarter of a pound of beef per day for six weeks; those who were to stay behind sharing as much as we who were to go in the Boat.

In the afternoon of the 4th, the Wind moderating, we got our provisions, and whatever little matters might be of service to us, into the Boat, and set off on our expedition. Having got about eight miles from the place of our Shipwreck, the Wind began to increase and blow very hard at S. E., which was immediately off the Shore. Neither our Boat nor oars were of the best, and we were on the point of being blown out to Sea; but, by dint of rowing, we made shift to get into a deep Bay about a mile a-head, where we thought we might pass the night with safety. Having got every thing on Shore, we hauled our Boat up as high as our strength would permit, and set to work in lighting our fire, and cutting our wood for the night: we likewise cut some pine branches, the smaller of which served us to lie on; and the larger, in the form of a whig-wam, to shelter us from the inclemency of the weather.

The place which we had landed on was a fine sandy Beach, with little or no snow on it. Having observed some small pieces of wood cast on Shore by the Tide, that had formerly been cut with

an axe, and a number of long poles scattered along the edge of the Bank, which had likewise been cut in the same manner, I thought it likely there might be some Inhabitants near at hand; and proposed, as soon as we had taken a little refreshment, to go along the Beach to a high point of land at about two miles distance, which was clear of wood, and appeared to be cultivated; thinking from thence we might make some useful discoveries. I accordingly set out soon after with two of the Men; and, before we had proceeded a mile, saw the remains of a Shallop, or Newfoundland Fishing-boat, almost covered with sand, which seemed to have been set on fire. This gave us hopes of discovering something else to our satisfaction, and we proceeded as fast as we could to the point of land. Having gained the top of it, we descried, to our inexpressible joy, a few houses about half a mile distant, towards which we directed our course, having no doubt but that we should now meet with some relief; but on coming up to them, found that they were only the remains of some old Store-houses, which had been built there for the curing of cod-fish, and to all appearance had been abandoned some years before.

We determined, however, to make the most of our discovery; and observing a number of old casks lying about in different parts, we searched them minutely, in hopes of finding some provisions, but to no purpose. As we walked along the point, we gathered about a quart of cranberries; and, having reconnoitred every part, we returned to our Boat, communicated the discoveries which we had made to our Companions, and gave them their share of the berries that we had gathered.

The Wind now came round to the N. W. and blew with such violence as to prevent us from proceeding on our Voyage. It continued so for two days, when, happening to get up in the middle of the night, I was astonished on observing, while the Wind continued blowing as hard as ever, that the Sea was entirely without agitation. I immediately awoke the Mate, to inform him of this extraordinary phenomenon; and going down to the Beach together to know the cause, we found the Sea all covered with ice, nothing but a large sheet of it being to be seen for leagues around. This was an alarming circumstance, as it seemed to preclude all possibility of proceeding any farther, and might give us cause even to regret having left our habitations.

The Wind continued to blow from the same quarter for two days longer; and at length, on the 9th, it became perfectly calm. Next morning the Wind came round to the S. E.; and, it having

blown extremely hard, by four o'clock in the afternoon there was not a piece of ice to be seen along the Coast, the whole of it having been blown out to Sea. The violence of the Wind, however, prevented us from moving till the 11th of January, when a fine light breeze blowing along the Coast, we launched our Boat, got round the clear point of the land, hoisted our sail, and put before the Wind.

We made tolerable way, and had not proceeded far before we descried an extremely high point, about seven leagues a-head, with a continued precipice along the Coast, so that it was impossible for us to land on any part of it, before we came to that headland. This made it very dangerous to attempt the passage; for if the Wind should happen to come round to the north-west, we must inevitably have perished amongst the Rocks. But danger was no longer an object to be considered by us; so we got out two oars, not being able to use any more, as the Boat had been so much damaged, that two Men were constantly employed in keeping her clear of water; and with the assistance of a fair Wind made the point about eleven o'clock at night; but finding no place that we could possibly land on, we were obliged to keep along the Coast till two in the morning, when the Wind increasing, and a Stony Beach appearing, on which we should not have thought it expedient to land had the Wind been moderate, we were obliged to put ashore, and immediately got our provisions out of the Boat. The Beach was of some height from the surface of the water, the Sea having beat the gravel up into a kind of bank, which rendered it impossible for us to haul our Boat up. We were therefore obliged to leave her to the mercy of the Sea.

The place where we landed was a Beach of about four hundred yards in length, bounded at the distance of about fifty yards from the water's edge by a precipice of at least a hundred feet in height, which enclosed it on all sides.

On the 13th the Wind came round to the N.W., and the Sea beat with such violence [against the Shore, as to drive our Boat twenty yards higher than she was, and to beat several holes in her bottom.

The same weather continued for eight days, with a prodigious fall of snow, a circumstance that added to our other inconveniencies. At length, on the 21st, the weather became more moderate, and the snow ceased, having in the course of this last week fallen to the depth of three feet perpendicular.

Next day we contrived with much labour to turn our Boat half.

way over, in order to examine the damage she had received, which we found considerable; the coat of balsam being entirely rubbed off. We expected that the ice would go to Sea whenever the Wind should come round to the southward; and therefore thought, if we could but get our Boat repaired, that we might still have some chance of meeting with Inhabitants. But the great difficulty was, how to repair it; and, after trying various methods, we gave it up as a thing entirely impracticable.

Though it was impossible for us to climb the precipice by which we were encompassed, yet we imagined that we might easily get into the woods, by walking along Shore upon the ice. In order to make the experiment, the Mate and I proposed to walk a few miles; and, having set out, we had not proceeded far before we came to the entrance of a River, and a fine sandy Beach. After consulting together, we at last came to a resolution of taking the next day what provisions we had upon our backs, and coasting along the ice, till we could discover some Inhabitants, expecting, from its present appearance of strength, that it would remain for some time longer: and the Wind having drifted the greatest part of the snow off it, we computed that we should be able to walk about ten miles a day, even in our present weak and reduced condition.

Thus being fully resolved, we were to set out the morning of the 24th; but on the night preceeding it the Wind came round to the south-east, and blew hard, attended with snow and rain; so that in the morning, as I already apprehended would be the case, the whole sheet of ice was demolished, or driven out to Sea. Thus circumstanced, we were again obliged to turn our thoughts towards some scheme for repairing our Boat. We had plenty of oakum to stop up the holes and seams, but nothing to substitute for pitch, to prevent the water from penetrating. I at length thought of throwing water over the oakum, and letting it freeze into a cake of ice. The Men made light of my undertaking; but I soon convinced them of its utility; for, by continually throwing water over the oakum, we froze up every seam and hole in such a manner, that not a drop of water could enter as long as the weather continued freezing as at present.

On the 27th of January, the weather being moderate, and a light breeze directly off the Shore, we got our Boat very carefully launched, and set off early in the morning from this ill-omened Bay. We had the pleasure to observe that the Boat made little or

as close as we could to the Rocks, till about five in the morning; when hearing the Sea run on the Shore very long and heavy, we imagined that we must be off a sandy Beach. We accordingly rowed towards the Land, and at the distance of fifty yards, for it was yet dark, were able to discern a Beach at least four miles in length. It was not a convenient place for landing, yet we effected it with more ease than we expected, and suffered no other inconvenience than that of having our Boat nearly filled with water on the Beach. Having landed, our first care was to haul up the Boat. We then got into the woods, which lay close to the Shore, where we kindled a fire; but having got wet in landing, and being in a very weak and reduced condition, it was with the greatest difficulty that we could keep ourselves awake: we were therefore under the necessity of watching in turn, lest, all being asleep together, the fire should go out, and we should be frozen to death. Having now time to consider every circumstance, we had no doubt remaining, but that we were upon the North Cape of the Island of Breton, which, together with Cape Roy on the Island of Newfoundland, marks the Entrance of the Gulf of St. Lawrence.

Our provisions were now entirely consumed; and having not the most distant prospect of getting any more, we were ready to abandon ourselves to despair. Having weighed the necessity of the case, and the misery of perishing by hunger, I was of opinion, as well as the Mate, that it would be most advisable to sacrifice one for the preservation of the rest; and that the most proper method would be by casting lots, for the purpose of determining which should be the unfortunate Victim. But this resolution we agreed to put off to the last extremity. We commenced a search along the Beach, and at length succeeded in obtaining about two quarts of hips, or wild rose-buds, by throwing up the snow, and searching in different parts of the Bank. Having with this sorry food allayed in some degree the keen sense of hunger, and the Wind having become somewhat more moderate, we got into our Boat and pushed off, the day being already drawing towards a conclusion. Our progress was however soon impeded by the quantity of ice that floated upon the water, which obliged us to put ashore on another part of the same Beach. In landing I had the misfortune to let the tinder-box fall from my bosom into the water, by which we were unable to kindle a fire; and, being exceedingly wet, we thought it best to reembark, and return to the spot whence we came. It was with the greatest difficulty that we got back; but, on our arrival at the place, we had the satis-

faction to find, that the fire was not totally extinguished. Had it been so, we must have perished in the course of the night. The fire being repaired, I cut up the remainder of my shirt, and made some more tinder.

On the 8th of February the Wind came round to the south-west, which cleared off the ice, and enabled us to leave this place by ten o'clock in the morning. As we proceeded along the Shore, we found it was not quite so rocky as it had been on the other side of the North Cape. We were therefore able to land this night without difficulty within a large Rock, by which we were sheltered from the Wind and Sea. The next day, the weather continuing moderate, we had again proceeded about eight miles on our journey, when the Wind beginning to blow so hard as to raise a considerable swell, we were obliged to steer to the Shore; and in landing, had the misfortune to lose two of our oars, which were washed overboard by the Surf.

On the following day the Wind lulled, and we immediately took the advantage of it to put to Sea. We had now but two oars remaining; which being double manned, we contrived to get about six miles before night. This was a very hard day's work, considering our present weak condition; for having been a length of time without tasting any kind of nourishment, we were so much reduced in strength, that when we got on Shore we could scarcely walk for fifty yards together.

The weather being unfavourable on the 11th, we were under the necessity of remaining the whole day in the same resting place; and having leisure to search about the Shore, we were fortunate enough to find a few rose-buds, which we at present esteemed a great delicacy.

On the 12th the Wind became moderate, and we proceeded once more on our journey. The Coast seemed to diminish in height as we passed along it, which made us hope we were now approaching the cultivated part of the Island. Next day the weather got milder, with a fall of rain; so that it was with difficulty we could get our Boat to swim, the ice thawing gradually off the bottom. This obliged us to put ashore long before night; and when we had landed, and made a fire, we found no other immediate want but that of provisions, having consumed all the hips or rose-buds that we had gathered at our last landing place. Being now driven to the last extremity, we were obliged to sacrifice our prospect of travelling any farther to the immediate preservation of our lives. About a dozen tallow candles remained, which we had hitherto

employed in stopping the leaks of our Boat, as fast as she sprung one in any particular place. Of these we divided a small part among us, which gave us some relief for the present. The two following days we coasted for a few miles, searching for a place where we could meet with some hips; but our search proved ineffectual.

On the 17th we made another division of a part of the tallow candles that yet remained; and on the following day, the Wind being favourable, we proceeded about five miles; where, finding a fine flat Country, we put on Shore, with a determination to perish on this place, unless some unforeseen accident should bring us relief. To attempt drawing up our Boat would, in our present weak condition, have been a vain undertaking, so that we were obliged to leave her exposed to the mercy of the Sea. All that we could preserve was our axe, a saw, and the sail of the Boat, which we generally made use of as a covering.

As soon as we landed, we cleared away the snow from a particular spot in the entrance of the wood, where we intended to remain; and having cut some small branches of pine to lie upon, together with some larger to serve for a shelter, which we stuck into the bank of snow that surrounded us, we made our fire. This done, we all went in search of hips, and had the good fortune to find about a pint of them, which, boiled up with a couple of tallow candles, afforded us a tolerable meal.

The next day we passed without any kind of provision, and being apprehensive that our little remaining strength would soon desert us, we employed ourselves in cutting and piling as much wood as we were able, to supply the fire. Meanwhile the waves had beat our Boat so high upon the Beach, as to be quite dry as soon as the Wind subsided, and to deprive us of the power of putting to Sea again, had we been disposed to do it: for our strength was by no means equal to the task of moving her a single foot.

We again employed the whole day of the 19th in search of hips; but it was not attended with any success.—As we had not a proper quantity of fuel (being too weak to make any farther use of our axe), the fire that we kept up was but just sufficient to preserve us from freezing.

Having now no more than two tallow candles remaining, we thought it likely that we might derive some degree of nourishment from the kelp-weed, of which there was a quantity lying upon the Shore. We accordingly collected a little of it, and, with melted

snow, boiled it for a few hours in a kettle; but, at the conclusion, found it very little tenderer than at first. We then melted one of our tallow candles in the liquor, and having supped it up, and eaten a quantity of the weed, our appetite became somewhat satiated: but in about two hours time we were all affected with a very uneasy sensation, and were soon after seized with a fit of vomiting, without being able to bring the offending matter entirely off the stomach. This fit of vomiting having continued for about four hours, we found ourselves tolerably easy, but at the same time exceedingly exhausted.

On the 22d we made use of some more kelp-weed and our last tallow candle. It still operated in the same manner, but not to so violent a degree as it had done before.

Our candles being all consumed; and having, for three days, tasted of no other food but the kelp-weed, we began to swell to an alarming degree. In a few days the swelling had increased to such a degree all over our bodies, that, notwithstanding the little flesh we had upon our bones, we could sink our fingers two inches deep on the skin, the impression of which remained visible for above an hour after. Hunger nevertheless still obliged us to make use of the kelp-weed.

On consulting with the Mate, I found, that though our Companions objected to the proposal of casting lots to determine which should be the Victim, yet all concurred in the necessity of someone being sacrificed for the preservation of the rest. The only question was, How it should be determined? when, by a kind of reasoning more agreeable to the dictates of self-love than of justice, it was agreed on, that as the Captain was now so exceedingly reduced, as to be evidently the first who would sink under our present complicated misery; as he had been the person to whom we considered ourselves in some measure indebted for all our misfortunes; and farther, as he had, ever since our Shipwreck, been the most zealous in his exertions towards the general good, he was undoubtedly the person who should be first sacrificed.

I must confess that I thought at that time there was some colour of truth in this conclusion; yet I was not a little shocked at the Captain's intended fate, although I had more reason than any one else to be incensed against him, not only on account of his neglect of duty, and his mal-practices at the hut in partaking our provisions, but for another reason likewise. After our Shipwreck, I had discovered by some papers, which had been washed on Shore, that though the Captain's pretended destination was to New

York, yet his real one was to the West Indies, if he could possibly effect it. Thus would he have baffled General Haldimand's intentions, in sending me with dispatches that might be of the first consequence to this Country; and not only have disappointed, but also have defrauded me of the money which I paid him for my passage.

The determination now made was kept secret from the Captain; and it would have been impossible for us to live many days longer without putting it in execution, had we not happily met with relief from a quarter whence we little expected it. On the 28th of February, as we were all lying about our fire, we thought that we heard the sound of human voices in the woods; and soon we discovered two Indians, with guns in their hands, who did not seem yet to have perceived us. This sight gave us fresh strength and spirits; so, getting up, we advanced towards them with the greatest eagerness imaginable.

As soon as we were perceived by the Indians, they started back, and seemed fixed to the ground with surprise and horror. This indeed is not to be wondered at: our appearance was enough to alarm the most intrepid: our clothes being almost entirely burnt off, so that we were bare in several parts of our bodies, our limbs swollen to a prodigious bulk, our eyes from the same cause almost invisible, and our hair in a confused and dishevelled state about our heads and shoulders. As we advanced toward the Indians, some of us wept, while others laughed, through joy. Being a little recovered from their surprise, they did not show much inclination to accost us, till I got up to one of them, and took him by the hand; when he shook it for some time very heartily; the usual mode of salutation among the Indians.

They began at length to show marks of compassion at our distressed appearance; walked with us to our fire; and, sitting down by it together, one of them, who could speak a little broken French, desired we would inform him whence we came, and the particulars of the accident that brought us there. I accordingly gave him as concise an account as possible of the disasters and fatigues we had undergone.

Having finished my narration, I asked the Indian if he could furnish us with any kind of provisions? to which he answered in the affirmative. Observing that we had very little fire, he suddenly started up, and took our axe in his hand; when, laughing heartily, he threw it down again, and taking his tomahawk from his side, he went, and in a short time cut a quantity of wood;

which he brought and threw upon our fire. This done, he took up his gun, and, without saying a word, went off with his Companion.

After about three hours had elapsed, we perceived them coming round a point at a small distance in a bark Canoe. Being arrived and landed upon the Beach, they took out of their Canoe some smoked venison, and a bladder of seal oil, which they brought up to our fire-place: having put some of the meat into our kettle, they boiled it in melted snow, and then gave each of us a very small quantity of it, together with some oil.

This light repast being ended, the Indians desired three of us to embark in their Canoe, that being all she could carry at a time, and proceed from this place to their hut, which lay five miles farther by water, and about a mile from the Shore, in the middle of the woods. We were received at the Sea side by three other Indians, and about twelve or fourteen Women and Children, who had been there waiting our arrival. Having landed from the Canoe, we were conducted by these last to their habitation in the wood, which consisted of three huts or whig-wams, there being that number of families amongst them: meanwhile the same two Indians as had brought us, went back in their Canoe for the three remaining Men of our Party. On arriving at the hut, we were treated with the greatest humanity by these people; they gave us some broth to sup, but would not suffer us to eat meat, or any kind of substantial food whatever. Having provided for our own immediate wants, our thoughts recurred to those unfortunate Men whom we had left by the Wreck. In case they should be still alive, I was determined no means should be omitted for their preservation.

From the description I gave the Indians of the situation of the River, and of a small Island that lay nearly opposite, they said that they knew the place perfectly well; that it was above a hundred miles distant; and that, if they undertook the journey, they must expect some compensation for their trouble. I informed them, that I had money, and would pay them for their trouble. Then taking the purse from my servant, I showed them the hundred and eighty guineas that it contained, and presented them with a guinea each, for which they expressed their satisfaction by laughing. I was determined at all events to save the people, if any of them remained alive, though the Indians should be ever so exorbitant in their demands; and made an agreement with them at last, that they should set off the next day, which was the

second of March, and that they should receive twenty-five guineas at their departure, and the same sum on their return. This being adjusted, they immediately went to work in making a proper number of snow shoes, for themselves and for the Men; and three of them went off the next morning.

After these people knew that I had money, my situation amongst them was not near so comfortable as before: for they became as mercenary as they had hitherto been charitable, and exacted above ten times the value for every little necessary they furnished for myself and the rest of my Companions.

After being absent near a fortnight, the Indians arrived with three Men, who were the only survivors of the eight who had been left behind at the hut. They were in a very reduced and miserable condition, and informed me, on inquiring the particulars of their transactions from the time we left them, that after having consumed all the beef, they lived for some days on the skin of the moose-deer, which we had left entire, not thinking it worth while to make a partition of it. This being consumed, three of them died in a few days of hunger, and the others were under the necessity of subsisting on the flesh of the dead Men, till they were relieved by the Indians. One of the remaining five was so imprudently ravenous, when the Indians came to their assistance, as to eat such a quantity of meat, that he expired in a few hours, in the greatest agonies imaginable; and another soon after shot himself accidentally with one of the Indian's guns. Thus was our number, which originally consisted of nineteen persons, reduced to nine.

We all remained another fortnight among the Indians, by which time my health was somewhat re-established, and I then made an agreement with them to conduct me to Halifax; for which I was to pay them forty-five pounds, and to furnish them with provisions, and all necessities, at every inhabited place on the way.

We accordingly set off on the 2d of April, each carrying four pair of Indian shoes, a pair of snow shoes, and provisions for fifteen days. Towards the end of the month, after encountering numerous difficulties, we at length reached Halifax, where the Indians remained with us for a few days, and then having received the balance due to them, they took their departure for the Island. I was obliged to continue here for two months longer, till an opportunity served of a passage, in the *Royal Oak*, to New York; where I delivered my dispatches (in a very ragged condition) to Sir Henry Clinton.

The rest of my fellow-sufferers in the Shipwreck soon after arrived at Halifax in a Shallop from Spanish River. The Captain, conscious of the reception he would meet with, did not think proper to go to his Owner at New York, to give an account of the loss of his Vessel; but took his passage in a Ship from Halifax to London, and now serves as a Pilot on the Thames. The Mate was, on account of his good conduct during the whole of our transactions, appointed by a Gentleman in Halifax to the Command of a Ship bound to the West Indies.

Naval Reform.

FIFTH REPORT OF THE COMMISSIONERS OF NAVAL INQUIRY.

[Continued from Vol. XIII, page 462.]

WE conceive the receipt of fees will generally lead to abuse; and as we find that the production of the necessary documents has been dispensed with, which ought to have been furnished by persons paying the Sixpenny Duty, whereby the interest of Greenwich Hospital may have been prejudiced, we recommend their being immediately abolished, and that no fee whatever be taken by any person belonging to this Office: but we are of opinion, that the Salaries to the Officers and Clerks should be made adequate to the duties required, and the trust reposed in them.

The sums paid into Greenwich Hospital by the Receiver on account of the Sixpenny Duty, during the last thirteen years, have been as follow; viz.

Year.	Amount.		
	£.	s.	d.
1790.....	13,338	9	6½
1791.....	12,852	14	5½
1792.....	12,740	0	5½
1793.....	12,263	4	11½
1794.....	12,027	16	6½
1795.....	12,190	17	3½
1796.....	13,451	16	0
1797.....	11,662	5	2½
1798.....	12,787	4	0½
1799.....	13,286	15	8½
1800.....	13,309	1	6½
1801.....	14,500	5	4½
1802.....	20,225	7	1

We caused to be laid before us an account, rendered annually by the Sixpenny Office to the Admiralty, of the number of Seamen employed in the Merchants' Service, who had paid the Sixpenny Duty between the years 1790 and 1802; but upon examination of it, we found it unsatisfactory from two causes: First, the numbers stated being ascertained by reducing the gross amount of the duty received into shillings, and dividing them by six, the proportion that would be paid by one Man, if constantly employed during the year, it merely gives a number which would, if so employed, pay to that amount; and, secondly, because we discovered that it had been the practice to include in the gross amount of the Sixpenny Duty, the moiety of Run Men's wages in the African Trade, and other forfeitures and penalties collected at the Out-Ports.

We therefore subjoin a copy of the account; and, in an additional column, have given the number of Seamen that ought to have been returned, according to the mode of calculation above described.

Year.	Number of Seamen returned to the Admiralty, as having been employed in the Merchants' Service.	Number that ought to have been returned.
1790	54,864	54,808
1791	53,511	52,446
1792	53,515	52,507
1793	51,868	50,689
1794	51,014	49,631
1795	51,062	49,875
1796	55,166	53,791
1797	48,848	47,669
1798	54,570	52,365
1799	61,132	54,955
1800	62,239	54,505
1801	66,841	58,866
1802	84,149	77,918

It must be observed, the numbers we have stated which ought to have been returned to the Lords of the Admiralty, are not the numbers of Seamen actually employed in each year in the Merchants' Service, but the numbers which, if constantly employed, would have paid the amount of the duty collected. Supposing Seamen in general to be employed only during two-thirds of the

year, the numbers necessary to pay the duty must be increased one-third; but this estimate, we apprehend, would fall very short of the number of Men actually employed in the Trade of Great Britain.

In order to bring the collection of the duty to some test, we procured from Mr. John Dalley, Assistant Register General of Shipping in the Port of London, the following Accounts*, which

* An Account of the Number of Ships and Vessels, with their Tonnage, and the Number of Men and Boys usually employed in Navigating the same, that have been registered in the several Ports of Great Britain, and appear by the Books of the Register General of Shipping to have been in existence on the 30th September, in the years 1799, 1800, and 1801; distinguishing each Year, each Port, and England from Scotland.

PORTS of ENGLAND.	Year ending 30th Sept. 1799.			Year ending 30th Sept. 1800.			Year ending 30th Sept. 1801.		
	Ships	Tons.	Men and Boys.	Ships	Tons.	Men and Boys.	Ships	Tons.	Men and Boys.
London	2,436	507,119	38,534	2,666	568,262	41,042	2,966	619,466	44,740
Aberystwith....	89	3,730	327	75	3,197	265	71	3,322	245
Aldborough	26	993	106	29	1,177	117	32	1,210	125
Arundel	30	2,151	122	28	1,926	108	31	2,370	132
Barnstaple.....	75	5,619	344	73	5,387	326	65	4,896	301
Beaumaris	366	14,282	1,113	362	13,799	1,094	379	14,010	1,162
Berwick	51	4,212	292	61	5,399	358	59	5,955	358
Bideford	68	4,682	258	67	4,659	256	71	4,960	269
Blackney & Clay	21	1,689	103	24	1,876	115	23	1,555	99
Boston	114	6,065	376	122	6,389	410	133	7,373	465
Bridgewater	36	1,853	131	35	1,831	129	33	1,716	120
Bridlington	37	4,769	258	38	5,486	272	45	5,572	319
Bristol	170	21,175	1,238	186	26,193	1,674	206	30,125	1,894
Cardiff	26	938	84	29	1,096	95	25	943	81
Cardigan	245	7,358	737	247	7,577	753	245	7,486	748
Carlisle	15	671	46	19	1,064	68	20	1,215	76
Chepstow	38	2,913	193	40	3,264	209	40	3,346	217
Chester	24	1,318	78	26	1,734	113	29	1,835	102
Chichester	60	2,807	190	64	2,679	179	63	2,522	167
Colchester	173	4,654	437	156	4,663	434	164	4,921	458
Cowes	114	2,691	270	128	3,279	343	136	3,713	382
Dartmouth.....	202	10,579	1,004	209	11,215	1,048	230	12,409	1,144
Deal	18	1,057	247	34	2,084	387	35	2,200	380
Dover	233	14,294	3,193	254	15,800	3,155	243	15,348	2,919
Exeter	138	11,002	767	148	12,372	772	168	13,521	919
Falmouth	45	3,720	417	62	5,656	666	55	5,714	673
Faversham.....	286	6,271	658	248	4,888	580	256	6,307	613
Fowey	66	3,700	386	76	4,610	467	89	5,477	530
Gloucester	68	1,920	167	74	2,687	221	77	2,818	228
Gweck	13	303	31	14	336	30	14	316	30

(Continued.)

are annually laid before Parliament, of the Number of Men employed in the Merchants' Service :

PORTS of ENGLAND.	Year ending 30th Sept. 1799.			Year ending 30th Sept. 1800.			Year ending 30th Sept. 1801.		
	Ships	Tons.	Men and Boys.	Ships	Tons.	Men and Boys.	Ships	Tons.	Men and Boys.
<i>(Continued.)</i>									
Harwich	127	6,341	732	137	7,015	814	144	7,422	840
Hull	553	65,338	4,068	611	68,533	4,223	620	61,490	3,774
Ilfracombe	59	3,052	242	57	2,851	224	60	3,088	205
Ipswich	90	4,771	310	94	4,799	299	97	5,127	31
Lancaster	131	16,890	1,833	140	19,094	1,926	111	16,070	1,591
Liverpool	745	128,451	12,985	796	140,633	12,690	821	148,891	13,371
Llanelli	58	2,503	184	63	2,668	182	65	2,786	189
Looe	15	788	56	22	1,257	108	23	1,004	91
Lyme	21	1,677	83	21	1,733	81	20	1,585	77
Lynn	116	12,736	721	119	12,639	679	132	13,492	744
Maldon	185	5,510	431	178	5,525	421	189	5,930	462
Minhead	26	1,239	85	24	1,125	78	25	1,022	75
Newcastle	570	126,623	6,120	632	140,055	7,034	657	144,991	7,290
Newhaven	19	1,265	80	20	1,187	77	22	1,482	95
New Milford	21	1,201	64	36	2,533	146	47	3,520	205
Padstow	40	1,744	139	48	2,162	173	49	2,534	194
Pembroke (late Milford)	100	3,785	323	99	3,775	318	90	3,338	282
Penryn	5	278	17	6	339	18	6	637	27
Penzance	25	1,457	126	27	1,418	121	30	1,673	141
Plymouth	199	12,717	843	232	14,800	1,053	245	15,574	1,105
Pool	159	9,480	842	153	10,735	851	134	10,661	788
Portsmouth	201	6,740	623	212	7,985	604	230	8,765	660
Preston	35	1,729	73	33	1,630	71	35	1,768	77
Rochester	281	10,625	794	275	10,756	804	285	11,204	815
Rye	83	3,645	411	87	4,310	410	94	4,620	431
St. Ives	37	1,861	132	39	2,044	143	44	2,487	165
Sandwich	88	4,718	356	97	5,116	397	93	5,141	400
Scarborough	119	17,897	1,020	118	18,921	1,068	117	18,607	1,046
Scilly	12	398	49	10	261	26	10	261	27
Shoreham	26	804	91	30	902	101	32	952	110
Southampton	224	12,154	816	243	12,888	951	249	13,356	962
Southwold	61	2,063	149	39	2,878	193	42	3,383	206
Stockton	38	3,080	182	41	3,398	201	40	3,295	205
Sunderland	461	69,117	3,402	506	75,319	3,400	507	75,523	3,527
Swansey	82	4,521	279	81	4,412	251	81	4,411	251
Truro	15	999	59	17	1,205	75	14	1,033	69
Wells	52	2,949	232	52	3,078	237	59	3,515	260
Weymouth	91	6,803	407	105	6,098	451	105	6,121	439
Whitby	227	37,175	2,084	227	36,868	2,014	236	37,696	2,038
Whitehaven	436	53,907	3,155	457	56,869	3,426	456	56,652	3,403
Winbeach	21	1,123	63	22	1,215	66	23	1,224	47
Woodbridge	32	2,112	125	33	2,061	125	32	2,182	123
Yarmouth	351	30,380	2,416	375	32,957	2,442	393	34,831	2,553
Total ENGLAND	11,427	1,337,181	90,309	12,208	1,466,611	105,417	12,751	1,541,423	109,579

**“An Account of the Number of Ships, with their Tonnage,
and Number of Men and Boys usually employed in Navigating**

PORTS of SCOTLAND.	Year ending 30th Sept. 1799.			Year ending 30th Sept. 1800.			Year ending 30th Sept. 1801.		
	Ships	Tons.	Men and Boys.	Ships	Tons.	Men and Boys.	Ships	Tons.	Men and Boys.
Aberdeen	255	20,037	1,377	281	23,236	1,585	263	23,575	1,571
Air	38	2,646	198	44	3,256	237	48	3,471	262
Alloa	103	6,547	386	100	6,242	378	101	6,564	392
Anstruther	44	2,056	166	46	2,128	167	46	2,305	181
Banff	—	—	—	—	—	—	29	1,028	119
Borrowstouness ..	130	8,282	539	130	8,406	550	131	8,391	540
Campbelltown ..	66	3,176	544	75	3,496	618	77	3,619	624
Dumfries	28	1,152	91	29	1,190	95	30	1,290	101
Dunbar	15	1,462	157	16	1,584	162	19	1,835	180
Dundee	115	7,690	569	123	8,741	641	132	10,073	732
Fort William....	8	259	30	7	245	22	5	222	16
Glasgow	90	9,808	767	90	10,052	785	103	13,084	1,026
Greenock	330	30,650	3,076	377	35,353	3,804	406	38,603	4,140
Inverness	40	1,974	175	42	2,143	177	46	2,932	215
Irvine	83	5,813	460	82	5,783	440	81	5,989	462
Isle Martin	13	456	43	10	349	33	11	414	39
Kirkaldy	87	9,778	611	97	11,348	690	103	11,663	711
Kirkcudbright...	37	1,528	147	35	1,514	162	37	1,648	181
Kirkwall	20	1,252	108	15	923	80	21	1,205	140
Leith	140	14,120	855	134	13,894	899	137	14,534	909
Lerwick	16	471	55	17	553	60	14	460	52
Montrose	109	6,464	525	112	6,555	506	136	6,370	479
Oban	14	594	53	18	904	79	23	838	83
Port Patrick....	6	283	30	4	174	21	3	121	16
Perth	27	2,111	128	31	2,429	151	34	2,624	160
Prestonpans ...	3	102	15	3	102	15	2	71	9
Rothsay	86	4,193	815	92	5,404	958	94	4,609	984
Stornaway	46	1,722	199	50	1,759	208	54	1,862	222
Stranraer	30	1,344	125	38	1,688	157	37	1,618	150
Thurso	17	985	71	17	1,035	76	21	1,277	91
Tobermory	5	98	14	6	124	22	3	56	9
Wigtown	30	1,057	84	34	1,197	97	32	1,213	95
Total SCOTLAND	2,031	148,110	12,413	2,155	161,807	13,383	2,279	173,564	13,891
Total ENGLAND	11,487	1,337,181	99,305	12,208	1,466,632	105,037	12,767	1,511,125	109,570
Total GT. BRITAIN	13,518	1,485,291	111,722	14,363	1,628,439	118,420	15,046	1,714,689	124,470

J. DALLEY,

Assistant Register General of Shipping.

the same, that have been registered at and belong to the several Ports of Great Britain, and appear, by the Books of the Register General of Shipping, to have been in existence on the 30th of September, in the Years 1799, 1800, and 1801, distinguishing each Year;" with an Abstract of the same, including the Number of Ships and Vessels belonging to the several Ports in the British Dominions :

"An Account of the Number of Men and Boys, which appear by the Reports of the Masters to have been employed in the Merchants' Service in Great Britain on board British Ships entered Inwards and Outwards from and to Foreign Parts, during the last ten Years; distinguishing England from Scotland."

An Account of the Number of Ships, with their Tonnage, and Number of Men and Boys usually employed in Navigating the same, that have been registered at and belong to the several Ports of the British Dominions, and appear by the Books of the Register General of Shipping to have been in existence on the 30th of September, in the Years 1799, 1800, and 1801; distinguishing each Year; viz.

	30th September, 1799.			30th September, 1800.			30th September, 1801.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
England	11,487	1,337,181	99,309	12,208	1,466,632	105,087	12,767	1,541,425	109,579
Jersey	61	4,611	694	53	4,244	631	52	3,922	617
Guernsey	78	6,199	803	77	6,403	781	88	7,622	835
Man	227	5,126	1,201	238	5,463	1,285	237	5,560	1,289
Plantations	2,996	201,743	15,982	2,161	157,364	12,047	3,285	251,928	17,480
Scotland	2,031	148,110	12,413	2,155	161,807	13,883	2,279	173,564	14,891
Ireland	999	49,825	4,835	1,003	54,262	5,057	1,004	54,241	4,875
	17,879	1,725,815	135,237	17,895	1,856,175	138,721	19,712	2,038,262	149,566

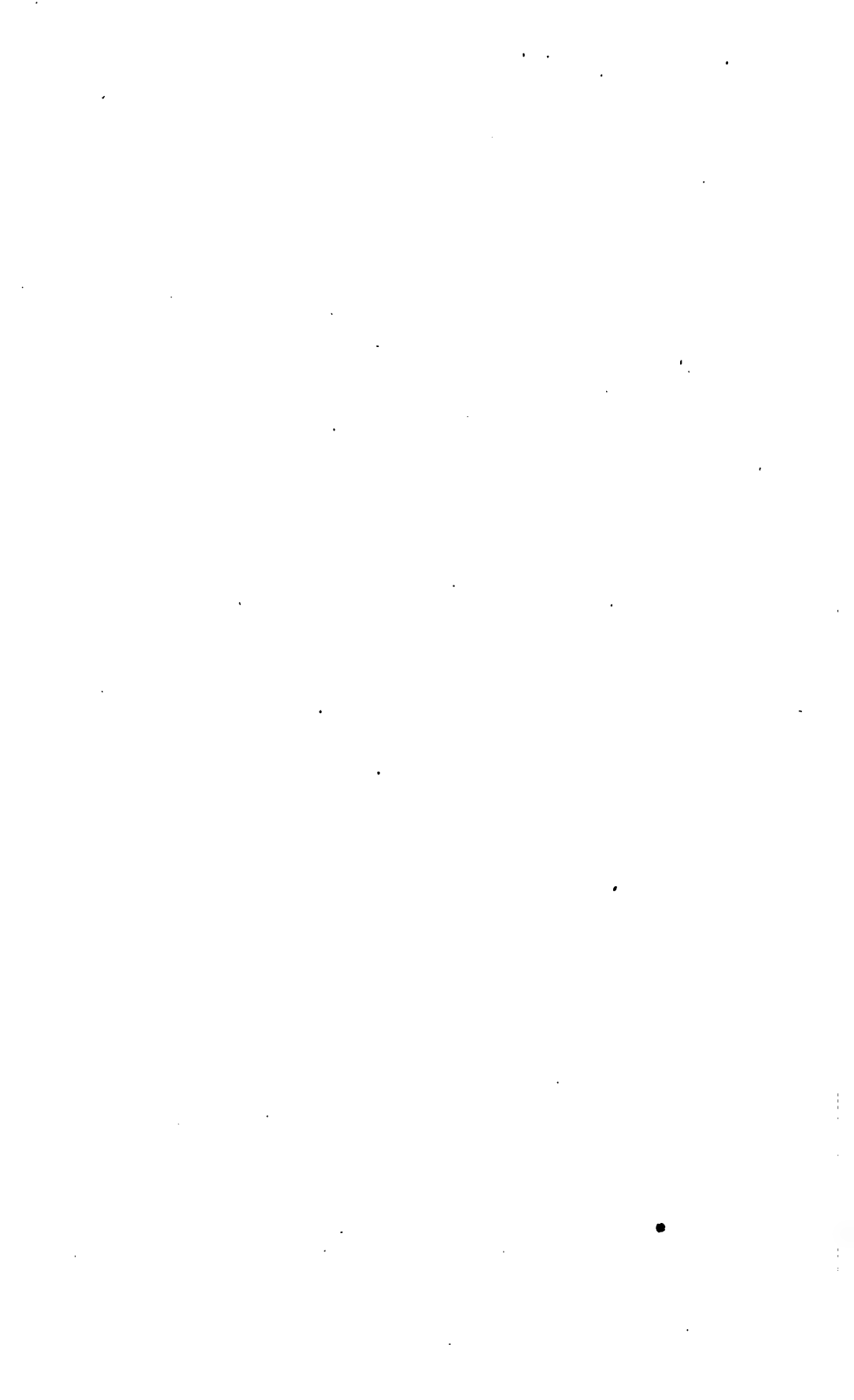
J. DALLEY,

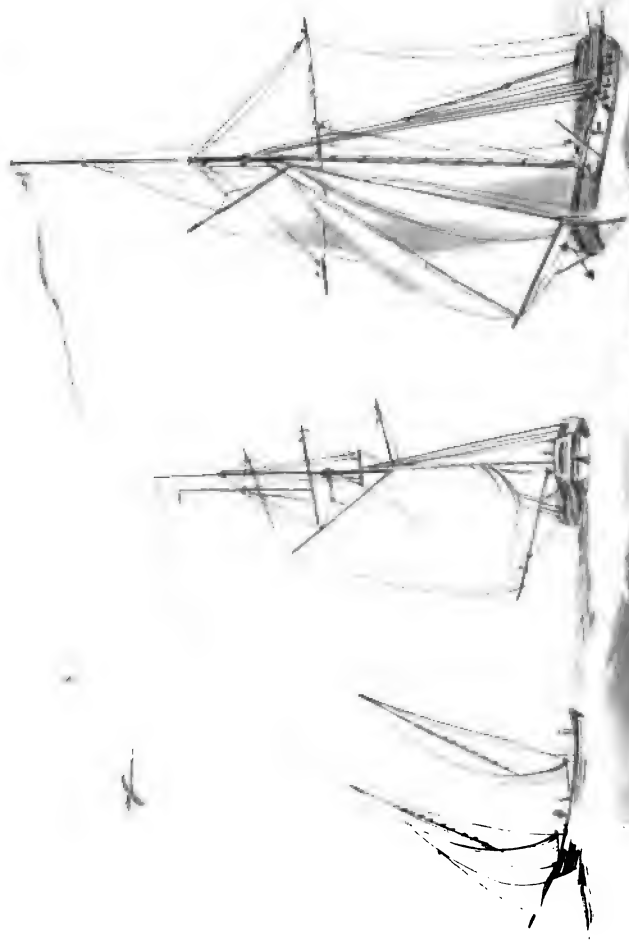
Assistant Register General of Shipping.

An Account of the Number of Men and Boys which appear by the Reports of the Masters to have been employed in the Merchants' Service in Great Britain, on board British Ships, Inwards and Outwards, from and to Foreign Parts, during the last ten Years; distinguishing England from Scotland.

In the Year.	ENGLAND.		SCOTLAND.	
	Inwards.	Outwards.	Inwards.	Outwards.
	Number of Men and Boys.	Number of Men and Boys.	Number of Men and Boys.	Number of Men and Boys.
1793	69,538	79,064	12,208	10,374
1794	78,481	78,052	10,606	10,087
1795	65,893	64,982	9,610	8,731
1796	74,194	60,809	14,480	10,971
1797	61,669	63,254	11,406	10,028
1798	67,540	75,339	10,917	11,433
1799	73,701	76,834	10,900	11,852
1800	62,716	80,112	11,751	13,183
1801	75,356	75,703	12,679	14,601
1802	93,902	91,230	14,767	11,197

The above Account is framed by reference to the Book kept by the Clerk of





Published by the U.S. Government Printing Office

Guinevere in the Golden Age of the British Empire

J. P. Smith del.

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[illegible]

1. The first step in the process is to identify the problem or issue that needs to be addressed. This involves gathering information and understanding the context of the problem.

2. Once the problem is identified, the next step is to define the objectives and goals of the project. This helps to clarify what needs to be achieved and provides a clear direction for the work.

3. The third step is to develop a plan or strategy to address the problem. This involves breaking down the problem into smaller, manageable tasks and determining the resources and timeline needed to complete them.

4. The fourth step is to implement the plan. This involves putting the strategy into action and monitoring progress to ensure that the project is on track.

5. The final step is to evaluate the results of the project. This involves assessing the outcomes against the objectives and goals and identifying any lessons learned for future projects.

Figure 1. The effect of the concentration of the *Agrobacterium* suspension on the transformation efficiency of *Agrobacterium* strains. The concentration of the *Agrobacterium* suspension was 10⁶ cells/ml (a), 10⁷ cells/ml (b), 10⁸ cells/ml (c), and 10⁹ cells/ml (d). The concentration of the *Agrobacterium* suspension was 10⁶ cells/ml (a), 10⁷ cells/ml (b), 10⁸ cells/ml (c), and 10⁹ cells/ml (d). The concentration of the *Agrobacterium* suspension was 10⁶ cells/ml (a), 10⁷ cells/ml (b), 10⁸ cells/ml (c), and 10⁹ cells/ml (d).

1. *Phragmites australis* (Cav.) Trin. ex Steud.

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THE UNIVERSITY OF CHICAGO

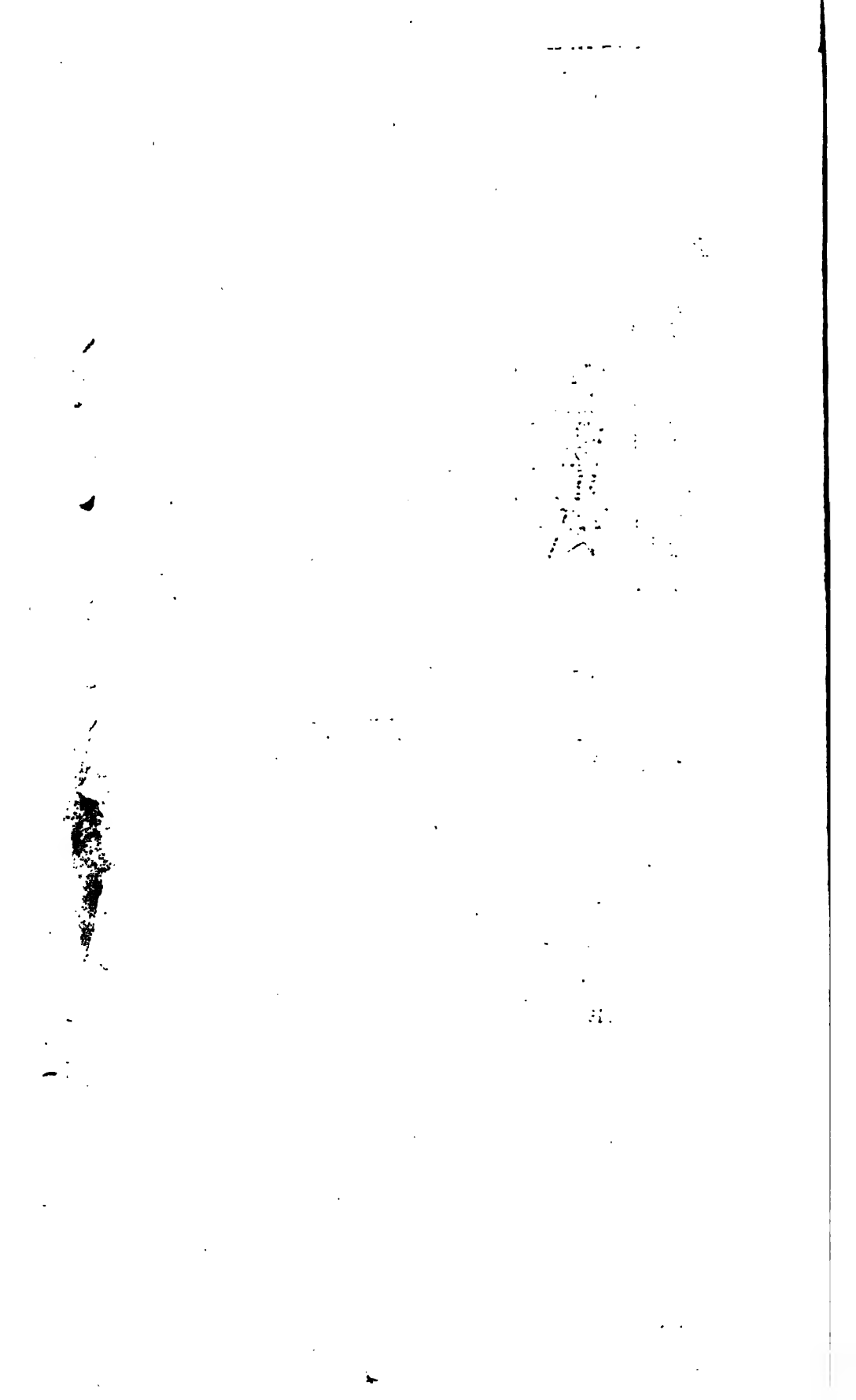


PLATE CLXXXIII,

BY Mr. Pocock, from a Sketch made in the West Indies by Captain Walter Tremenheer, of the Royal Marines, late Lieutenant-Governor of Curaçoa. The Land bearing W.S.W. to W.N.W. distant about three leagues. Guanahani, or Cat Island, one of the Bahamas, is on the N.E. side of them, and was the first part of the West Indies that was discovered by Columbus, October 11, 1492, who gave it the name of San Salvador. "The flocks of Birds, says Robertson*, increased, and were composed not only of Sea Fowl, but of such Land Birds as could be supposed to fly far from the Shore. The Clouds around the setting Sun assumed a new appearance; the Air was more mild and warm, and during Night the Wind became unequal and variable. From all these symptoms, Columbus was so confident of being near Land, that on the Evening of the 11th of October, after public Prayers for success, he ordered the Sails to be furled, and the Ships to lie to, keeping strict Watch, lest they should be driven ashore in the Night. During this interval of suspense and expectation, no Man shut his eyes, all kept upon deck, gazing intently towards that quarter where they expected to discover the Land, which had been so long the object of their wishes.

About two hours before midnight, Columbus standing on the fore-castle, observed a light at a distance, and privately pointed it out to Pedro Gutierrez, a Page of the Queen's wardrobe. Gutierrez perceived it, and calling to Salcedo, Comptroller of the Fleet, all three saw it in motion, as if it were carried from place to place. A little after Midnight, the joyful sound of *Land, Land*, was heard from the Pinta, which kept always ahead of the other Ships. As soon as Morning dawned, all doubts and fears were dispelled. From every Ship an Island was seen about two leagues to the north, whose flat and verdant Fields, well stored with Wood, and watered with many Rivulets, presented the

the Ships' Entries, from the Reports of the Port of London, and from Annual Returns made by the respective Collectors and Comptrollers at the Out-Ports of England and Scotland.

I understand that it has not been the practice to include the Master in London, but he is included in the Returns from the Out-Ports.—Apprentices are included by all.

5th April, 1803.

J. DALLEY,
Assistant Register General of Shipping.

* Hist. of America, 8vo. Vol. I, page 128.

Tab. Chron. Gcl. XIV.

■

aspect of a delightful Country. The Crew of the *Pinta* instantly began the *Te Deum*, as a Hymn of thanksgiving to God, and were joined by those of the other Ships, with tears of joy and transports of congratulation."

Guanahani (the native name) is on a particular Bank, east of the great Bahama* Bank, and is separated from it only by a narrow Channel called Exuma Sound. The small Archipelago of the Lucaya or Bahama Islands was, according to Raynall †, entirely desert, when in 1672 some Englishmen took possession of Providence Island. They afterwards became a place of retreat of Pirates, established under the famous Jennings. They were subdued in 1719, and the Islands settled by a Colony brought from Europe by Woodes Rogers.

The attention of the Public has of late been so much directed towards the West Indies, that we shall endeavour to procure Drawings of some of the principal, and most interesting places in that quarter. A distant View of the Town of Roseau by Mr. Pocock is already in great forwardness.

The Engraver of the present Plate, though he has given some good touches to the Sea, has considerably injured the general effect of the original Drawing, by not keeping the Vessels in proper distance: nor has he sufficiently attended to the form of the Tropic Bird, over the *petite* Agua Boat with two Sails, on the left. The Vessel to the right is a Bermudian Sloop, and the other a Schooner, built at New Providence.

NAVAL LITERATURE.

An Historical Review of the Royal Marine Corps, from its Original Institution down to the present Era, 1803. Dedicated, by Permission, to His Royal Highness the Duke of CLARENCE, by ALEXANDER GILLESPIE, First Lieutenant, and upwards of twenty-four Years an Officer in it. 402 pages, 4to. With a short Appendix of six pages, on the Nature of those Rights which have progressively been granted to the Marine Soldier.

WE request Mr. Gillespie to excuse what has appeared a neglect of his interesting Work, whereas it in fact arose from our solicitude to pay it a marked and proper attention.

* See Malham's Naval Gazetteer, 2 Vols.

† Vol. VI, page 355.

Before the appearance of this Volume, we had received from an Officer in the Corps, (who at an early period of our labours rendered us very considerable assistance,) a brief MS. account of the Royal Marines. Hearing of Mr. Gillespie's Work, it was kept back; and we now have waited with the hope of being able to give our Review additional value by the insertion of this Paper. We must however still repress it; and leaving a more particular account of this Volume to the time when we shall be allowed to publish these remarks—we shall at present content ourselves with a brief and general Critique.

Mr. Gillespie has nothing to fear from the liberal Critic; nor, if he had, would he receive the lash from the Naval Chronicle. In this respect we yield with pleasure to the Drawcansir Writers of the Edinburgh Review; who frequently conceal ignorance by their violent attacks; and have more pleasure in destroying the germes of Literature, than in rooting up the Tares which the infirmity of Human Nature will too often sow amongst the Wheat.

The History of the Royal Marine Corps had long been a desideratum in Naval Literature; but the pertinacity with which all information on the subject is retained at the War Office; the impossibility of consulting Public Papers; and that inquisitorial suspicion with which the principal avenues to historic truth, particularly such as relate to the Navy, and the Army, are vigilantly closed, rendered the task equally painful and unpromising.—If therefore we discover any defects in Mr. Gillespie's Historical Review, (which title might rather have yielded to that of Historical Memoir,) if we sometimes think the Narrative, particularly in the first four chapters, rather bare, we must remember the difficulties he had to encounter; and acknowledge in his own words, that “the Foundation Stone is laid, upon which a structure may be reared. A Soldier from his infancy, he begs that the Public, and those who controul its opinions, may be tender with the Lash.”

This Historical Review consists of forty-eight Chapters; and might have been divided into three Parts. 1. From the Establishment of the Corps, in the year 1684, as it appeared in

the Army List, and from the return of the General Review on Putney Heath, upon the first day of October in that year, which runs thus:—"The Lord High Admiral of England, his Royal Highness the Duke of York and Albany's *Maritime Regiment of Foot*, commanded by the Honourable Sir Charles Littleton, called also the Admiral Regiment—

"OLIVER NICLAS, Lieutenant Colonel.

ROGER BAGETT, Major.

ROBERT CRAWFORD, Captain Lieutenant.

RICHARD BEAUVOIR, Adjutant.

"This Regiment consisted of twelve Companies, without any Grenadiers, had yellow coats lined with red, and their Colours were a red Cross, with Rays of the Sun issuing from each of its angles. It stood the third in seniority in the Line of that day." This first period appears to close with the accession of George the First, who began his reign with a signal mark of Royal Favour, in consideration of the extensive and gallant services of the Marine Regiments.

"II. The second period might extend from 1714, through the age of prejudice, 1715, 1739, when the very name of a *Marine Soldier* carried within it hostility to British Liberty; and might close with the year when the Marines were incorporated with the Line, and their numerical precedence commenced with the 44th Regiment, entitled, *The First Marines*.

"The third and last period would then extend from 1745 to the close of the last War, when his present Majesty was pleased to honour the Corps with the Title of Royal."—What passed subsequent should have been left to another Historian.

We now proceed to furnish some examples of our Author's style; and as his Work abounds with Anecdote, we select the gallantry which a Female Marine displayed in the Expedition against Pondicherry in August 1748.

Upon this occasion a Woman fought in the Marine Ranks, of the name of Hannah Snell, a Native of Worcester, who, after many checquered destinies, inlisted at Portsmouth in Colonel Frazer's Regiment, from whence she was embarked with a Detachment on board the *Swallow Sloop*, one of Admiral Bos-

cawen's Squadron. In this affair she behaved with distinguished courage, having fired 37 rounds, and received a ball in the groin, which, two days afterwards, she herself extracted, and likewise dressed the wound. Eleven others in both legs, but of inferior consequence also, rendered her removal to the Hospital at Cuddalore absolutely necessary, where she continued three months.

When recovered, she was ordered on board the *Eltham* Frigate, in which she continued till that Ship returned home and was paid off. After receiving her discharge from the Marine Service, in company with many of her Companions, she set out for London. The time arrived when they were to bid each other a long adieu; this moment she chose to discover her sex, in order to attest the truth of her adventures. One of her friends tendered his hand, which was declined. She afterwards wore the Marine Dress, and having presented a petition to his Royal Highness the Duke of Cumberland, he, with a princely spirit, attended to her prayer, and placed her on the King's List for a pension of thirty pounds a year for life. This she enjoyed until a few years ago, when, after a long residence at Walsall, in Staffordshire, her days were closed.

The following, which took place on the memorable Plains of Abraham, is also very descriptive of the coolness, and enthusiasm of our Sailors:—

This leads me to notice a very ludicrous circumstance that occurred on the morning of the 13th of September, previous to that Battle which decided the fate of Quebec.—A number of Tars who had been employed in dragging the cannon to the heights upon which they were planted, when returning to their Ships, observed the Army drawn up in Battle array: instead of continuing their route, they fell into the ranks with the Soldiers, some having cutlasses, others sticks, and a few having nothing in their hands. General Wolfe remarking their zeal, addressed them with that complacency which was so familiar to him, thanked them for their well meant spirit, urged them to go on board, and pointed out the probable bad consequences from their mingling with the Soldiery at so critical a moment. To this request some of them answered, "God bless your Honour, pray let us stay and see fair play between the English and French." The General could not help smiling at these brave but thoughtless fellows, and again repeated his wish for them to withdraw. With this some complied; but others swore, immediately on turning his back, "that the Sol-

diers should not have all the fighting to themselves, but that they would come in for a share of it some way or other."

It appears that a number actually continued in the ranks during the progress of the day, and whenever a Soldier dropped they alternately put on his accoutrements, charged, and fired with perfect coolness.

The Battle of Bunker's Hill was a great and glorious day for the Marine Corps, and we wish Mr. Gillespie had given it more of his attention. Is not the exact date known when the laurel was added to the Marine Button? nor the person who first suggested it? Some public letter on the occasion must have appeared in the Gazette. Mr. Gillespie's account is as follows:—

The Rebels wishing to anticipate the Royal Troops, in the possession of Charlestown*, hitherto unoccupied by either, pushed a large body of Men, on the evening of the 16th of June, to erect works upon Bunker's Hill. During the night they raised entrenchments, and a breast work, with a strong Redoubt, sufficiently formidable to excite the jealousy of General Gage. A heavy fire opened upon their working parties early on the morning of the 17th of June, who, however, persevered in their labours with much firmness.

It appearing highly necessary to dislodge the Americans from so very important a post, the Commander in Chief, at noon, detached ten Companies of Grenadiers, an equal number of Light Infantry, with the 5th, 38th, 43d, and 52d Regiments, under Major-General Howe, and Brigadier Pigot, with that view, which being embarked, landed and formed on the Peninsula, without opposition, under cover of the Ships of War.

The position of the Rebels was strong indeed. A small but well contrived Redoubt, besides some other works full of Soldiers, and defended with cannon, as well as numbers of Riflemen placed in the houses of Charlestown, covered their right flank; their centre and left were protected by a breast-work, partly gun-proof, which reached from the Redoubt to the Medford River.

Major-General Howe, upon examining this powerful state of

* Charlestown is separated from Boston by Charles River; a distance little more than that which divides London and the Borough, between which there is also a singular connexion. Bunker's Hill is situated just within the neck of land that joins the Peninsula of Charlestown to the Continent.

defence, and observing fresh columns pouring in to the Enemy's works, solicited a Reinforcement, which soon joined him, consisting of some Companies of Grenadiers and Light Infantry, the 47th Regiment, and the first Battalion of Marines.

Having been formed in two lines, they advanced with slow but steady steps to the Conflict. Majors Pitcairne, Tupper, and Short, led my Corps upon this distinguished day.

The roar of cannon and howitzers, on the part of the British, occasionally halting to yield them effect, marked their progress towards the Rebel Works. Not a shot was returned by the Enemy, until our Troops had nearly reached their Entrenchments, when a tremendous and destructive fire was opened, which, it must be confessed, somewhat staggered our Men. The awful occasion exhibited General Howe most conspicuously for the valuable resources of coolness and reflection amidst danger. It also afforded an opportunity of signalizing the discipline and intrepidity of the Battalion of Marines, which dealt destruction and carnage around them.

Brigadier-General Pigot, who was destined to attack the Redoubt and Lines, that covered the American right flank, was likewise exposed to a hot fire from the houses in Charlestown. His loss was severe, but his exertions were animated, and displayed the most brilliant courage, as well as talents.

General Clinton, who had crossed from Boston during the Action, attached to himself the merit of rallying the Troops, whom he led against the Rebel Works with fixed bayonets, and with that daring impetuosity which so strongly characterizes the British Soldier.

They soon forced them, and drove the Provincials across the Neck of Charlestown, who were also much harassed by the cannon of His Majesty's Ship Glasgow, in their retreat.

The glory of the Army, upon this day, was great, but it was dearly earned. Their total loss amounted to 1 Lieutenant-Colonel, 2 Majors, 7 Captains, and 9 Subalterns of the Land Forces and Marines killed, besides 70, of different descriptions in both, wounded. 207 Non-commissioned and rank and file also fell, and 828 were wounded.

Amongst the slain was Major Pitcairne, of the Marines, whose death was alike deplored by his Corps and his Country. Major Short also left behind him a reputation sufficiently worthy of deep regret.

The Marine Battalion sustained fully more than its proportional

share of casualties ; and its gallant conduct upon the 17th of June demands, from the whole of our Establishment, its commemorative and indelible gratitude, when each of us casts an eye upon that laurel which now encircles his button, and reflects that it was purchased by their valour.

The following appeared in the General Orders of the 19th of June, 1775 :—

“ The Commander in Chief returns his most grateful thanks to Major-General Howe, for the extraordinary exertion of his Military abilities on the 17th instant. He returns his thanks also to Major-General Clinton, and Brigadier Pigot, for the share they took in the success of the day, as well as to Lieutenant-Colonels Nesbitt, Abercromby, Gunning, and Clarke; Majors Butler, Williams, Bruce, *Tupper*, Spénlove, Small, and Mitchell, and the rest of the Officers and Soldiers, who, by remarkable efforts of courage and gallantry, overcame every disadvantage, and drove the Rebels from the Redoubts and strong Holds on the Heights of Charlestown, and gained a complete Victory.”

By the return of Major *Tupper* to Europe, and the fatal events of the 17th of June, the Command of the Marines soon after devolved upon Major (now Lieutenant-General) Souter.

Bunker's Hill was fortified, and our Troops retained the Peninsula, which rendered their duties very severe. The Americans prevented every supply from the interior, and compelled our Army to subsist upon salt, and indifferent provisions. Cut off from the Continent, their sufferings were great, when sickness became prevalent.

The Provincials having constructed Works upon a Hill opposite Bunker's, completed the Blockade of the Peninsula, which they gradually extended close to the Fortifications on Boston Neck.

Some predatory enterprizes were attempted by them, by no means deficient in spirit or success. In one of these they burnt the Light-house at the entrance of the Harbour, communicating with it by some Whale Boats, from which they carried off, or killed, the whole of a small Detachment of Marines, who protected the Carpenters in erecting a new one. Thus matters continued for some time, and the situation of a brave Army, cooped up and unable to act, was rendered both distressing and degrading.

In the orders of the 27th of September, the Royal Thanks were tendered to the Forces, for their intrepid conduct upon the 17th of June, in the following terms :—

"The King has been pleased to order the Commander in Chief to express His Majesty's thanks, both to the Officers and Soldiers, for the resolution and gallantry with which they attacked and defeated the Rebels on the 17th of June last, who had every advantage of numbers and situation; and more especially expressed to the Generals Howe and Clinton, and to Brigadier-General Pigot, the sense His Majesty entertains of the spirit, resolution, and conduct by which they distinguished themselves, to their honor, upon that day."

To the above instance of the gallantry of the Marines, may be added another not so generally known, which took place in the West Indies during the year 1802.

A very dangerous insurrection of the Eighth West India Regiment in the Island of Dominica, marked by circumstances of the most shocking barbarity, was checked in its immediate effects, in part, by his firm countenance. It fortunately occurred, when those murderous Revolters first showed their spirit, that His Majesty's Ship *Magnificent* was at anchor in Prince Rupert's Bay. Some shot, from the *Lower Cabareta*, which went over her, was the first symptom of Mutiny on the Shore, and it was soon confirmed by intelligence that the Blacks had risen in arms, and had assassinated a number of their Officers. Captain Gifford tendered his Services to the President of the Island; who, conceiving it only the prelude to a general commotion, gladly accepted the offer. Lieutenant O'Neale volunteered the duty of disembarkation, and he felt it a difficult task to restrain the ardor of the whole party of Marines to follow him. But his number was confined to two Serjeants, two Corporals, and 36 Privates, with which he put off from the Ship just at dawn on the Morning of the 10th of April. Observing the Rebels advancing rapidly to the Beach, he anticipated their object, quickly effected a landing, and took post on a Hill, after the exchange of some scattering shots. Opposed to nearly 500 Blacks, whom he kept at Bay during the Day, Reinforcements became necessary, and he was farther strengthened by two successive Detachments of Marines under Lieutenants Lambert and Hawkins. Upon this rising ground, those brave Fellows, not exceeding sixty-six, gave refuge to many Officers who flew from the ferocious hands of the Mutineers. They were afterwards joined by some Colonial Militia, who were little calculated, from the mixed nature of their arms, to oppose a resolute Enemy. The dispositions of Lieutenant Lambert through

the night, aided by the counsels of Mr. O'Neale, were like a good Officer. The Native Troops gave way to slumber. His outposts were, therefore, confided to his faithful Companions, and all his energies were derived from his own Brethren. Incessant rains had nearly rendered useless all their ammunition.

On the following day the Marines were ordered to Grand Ance, in order to protect the Inhabitants, and through that night were posted in the swamps to prevent the escape of the Blacks from Fort Shirley. Many of our Men had been fifty-six hours on Shore amidst the greatest privations; having had nothing to eat but raw salt beef and biscuit. The stagnated smell from their position, pointed out the necessity of obtaining some other refreshment to recruit nature, and to avert disease. A Marine of the Party, overhearing the discussion amongst his Officers, nobly said, "I will go to the Village and bring them—I know I must go and repass the Enemy's fire, but my life is not mine, it is at the constant command of His Majesty's Service." He accordingly performed his duty, and escaped unhurt.

Bread was distributed, and brandy administered, in scanty portions, through the night, by the Officers, who exhorted the Men to keep up their spirits. The feelings of the brave are ever reciprocal in acts of kindness. One and all they exclaimed, "We wish to add another laurel to our Corps! we will follow you wherever you go!" The mud collected by the rains had, in the course of marching, deprived many of their shoes, which could not be remedied but from the Ship. Frequent Flags of Truce had passed between General Johnstone and the Fort. Mr. Roberts, an Officer of Engineers, requested to storm it, if the Mutineers would not surrender the Barrier, providing the Marines accompanied him, who, to a Man, volunteered, saying, "We don't mind shoes, we can fight without them." The Governor applauded their gallant zeal, and assured them of a preference, if their Services should be wanted.

The Marines united with Detachments from the Royal Scotch, and Sixty-eighth Regiments, marched into the Fort upon the 12th, and drew up in front of the Black Corps, which presented arms to the Troops; having three of their own Officers, as Prisoners, placed between their Colours. General Johnstone was obeyed by them in his orders to shoulder, order, and ground their arms; but on being commanded to step three paces in front, the cry was "No," they instantly resumed them and fired a volley:

this was returned, and was followed up with a charge of bayonets, which broke their ranks, and dispersed the Mutineers in every direction. The greater part fled up the Outer Cabaret, keeping up a fire until they reached the Rocks, down which many precipitated themselves; and those who could afterwards crawl from the bottom, were exposed to a discharge of grape and cannister from the Magnificent.

John Budd, private Marine, distinguished himself most signally during the pursuit. He was attacked singly by four black Grenadiers, one of whom he killed with his first fire; wounded another, when coolly awaiting a return from the other two; reloaded his musket, with which he shot a third; and bayoneted the fourth: afterwards turning to him who was wounded, he closed his destinies, and, throwing the remains of the whole over the Rocks, finished his exploit by saying, "This is the way I shall serve all Traitors!" The conduct of John Lamswood, and Alexander Livingstone, is also worthy of notice: both were severely wounded; but they persevered in their duty, until the loss of blood brought them to the ground. The former received a ball in his mouth, which lodging in his throat, was afterwards extracted by an able operation of Mr. Veitch, Surgeon of the Saturn. I am authorized likewise to detail the name of John Batt, Private, whose alacrity, during these arduous Services, cheered his Associates. As my scope is limited, I would not detract from the merit of these Corps, with which mine was united. Theirs were such as to maintain their long established reputation. Upon their return to Martinique, the whole Detachment met a mark of public recompence in those necessaries which they had expended; and the Officers received the thanks of General Johnstone, and of the Presidency of Dominique, which they had probably saved from general revolt.

Such being the high Character, and noble Exploits of The Royal Marines, we are glad to observe that our Author considers the present First Lord of the Admiralty as their Patron. "It is a tribute, however, meritedly due to the Right Hon. Mr. Dundas, to remark, that from his intelligent and generous conceptions, first emanated all those inestimable privileges to the Subordinates in the Royal Corps of Marines, which were eagerly discussed and sanctioned by a grateful Legislature."

Fætal Poetry.

The Heart's remote recesses to explore,
And touch its Springs, when Prose avail'd no more.

FALCONER.

THE SPIRIT OF DISCOVERY; OR, THE CONQUEST OF OCEAN,

A POEM, IN FIVE BOOKS :

WITH NOTES, HISTORICAL AND ILLUSTRATIVE.

By the Reverend WILLIAM LISLE BOWLES.

In this Department of our Chronicle we shall introduce some Extracts from the above beautiful Poem: having neither inclination, nor sufficient room, minutely to scrutinize its contents. A task which we yield, with pleasure, to the Swarm of self-created Critics, who live by pillage and abuse: one half of whom will praise this Poem, and the other half condemn it.—The following Extracts are taken from the first Book :

“BUT I had hope that one day I might wake
Thy Strings to higher utterance; and now,
Bidding adieu to Glens, and Woods, and Streams,
And turning where, magnificent and vast,
Main Ocean bursts upon my sight, I strike—
Rapt in the theme on which I long have mus'd—
Strike the loud Lyre, and as the blue Waves rock,
Swell to their solemn roar the deep'ning Chords.

“Lift thy indignant Billows high, proclaim
Thy terrors, Spirit of the hoary Seas!
I sing thy dread Dominion, amid Wrecks,
And Storms, and howling Solitudes, to *Man*
Submitted: —————

“ALL WAS ONE WASTE OF WAVES, that bury'd deep
Earth and its multitudes: the ARK alone,
High on the cloudy van of Ararat,
Rested; for now the death-commissioned Storm
Sinks silent, and the eye of day looks out
Dim through the haze, while short successive gleams
Flit o'er the face of Deluge as it shrinks,
Or the transparent Rain-drops, falling few,
Distinct and larger glisten. So the Ark
Rests upon Ararat; but nought around
Its inmates can behold, save o'er th' expanse
Of boundless waters, the Sun's orient orb

Stretching the hull's long shadow, or the Moon
 In silence, through the silver-cinctur'd Clouds,
 Sailing, as she herself were lost, and left
 IN NATURE'S LONELINESS!

—————How chang'd

The human prospect! when from Realm to Realm,
 From Shore to Shore, from Isle to farthest Isle,
 Flung to the stormy Main, Man's murmuring Race,
 Various and countless as the shells that strew
 The Ocean's winding marge, are spread: from Shores
 Sinensian, where the passing Proas gleam
 Innum'rous mid the * floating Villages;
 To Acapulco west, where laden deep
 With Gold and Gems, rolls the superb Galleon,
 Shadowing the hoar Pacific: from the North,
 Where on some snowy Promontory's height
 The Lapland Wizard beats his Drum, and calls
 The Spirits of the Winds to th' utmost South,
 Where savage Fuego shoots its cold white peaks,
 Dreariest of Lands; and the poor *Pecherais*
 Shiver and moan along its waste of Snows.
 So stirs the Earth; and for the Ark that pass'd
 Alone and darkling o'er the dread Abyss,
 Ten thousand and ten thousand Barks are seen
 Fervent and glancing on the Friths and Sounds;
 From the Bermudian †, that, with masts inclin'd,
 Shoots like a dart along, to the tall Ship
 That, like a stately Swan, in conscious pride
 Breasts beautiful the rising Surge, and throws
 The gather'd waters back, and seems to move
 A living thing, along her lucid way,
 Streaming in lovely glory to the Sun!
 Some waft the Treasures of the East; some bear
 Their Country's dark Artillery o'er the Surge
 Frowning; some in the Southern Solitudes
 Bound on discovery of new Regions, spread,
 Mid Rocks of driving Ice, that crash around,

* Owing to the great population of China, many live almost constantly in Boats, which form a sort of Village on the water.

† The Lugger has two masts inclining aft, and some other Vessels. But Mr. Bowles has been guilty of an error in supposing, that the masts of all Bermudian Vessels incline thus. See Plate to the present Number.

Their weather-beaten Main-Sail; or explore
 Their perilous way from Isle to Isle, and wind
 The tender social Tie; connecting Man,
 Wherever scatter'd, with his Fellow-man.

NAVAL BALLAD.

I.

WITH firm and steady motion
 Swift o'er the azure Ocean
 Our gallant Vessel flew;
 Clear was the starry night,
 The silvery Moon shone bright,
 And jovial was the Crew:
 Save HENRY, who with Hope and Fear,
 In silence check'd the starting tear;
 And whilst to Heaven he rais'd his eye,
 His wounded heart heav'd many a sigh
 For MARY!

II.

Our Ship was homeward bound,
 The Grog went cheerly round,
 'Twas *Saturday Night at Sea!*
 Each to his favourite Lass
 Fill'd high the sparkling glass,
 Whom soon he hop'd to see:
 But down sunk HENRY's drooping head,
 Chill'd was his heart; his colour fled;
 Remembrance shook his feverish frame,
 His faltering voice could scarce exclaim
 To MARY!

III.

At length the Dawn appear'd;
 The wish'd for Port we near'd,
 And every heart was glad;
 Behold our Native Shore!
 Each Toil and Danger o'er,
 Then why is HENRY sad?
 Unhappy Youth! he long has strove
 In vain to conquer hopeless Love!
 But while blest Memory holds her seat,
 Ne'er can his fond heart cease to beat
 For MARY!

BALLAD.

I SING of that life of delight beyond measure,
 That 'Tars calmly lead on the boisterous Main,
 Where toil is enjoyment, where trouble's all pleasure,
 And where Men lose their lives, a sure fortune to gain:
 Where you fear no diseases but sickness and scurvy,
 Where the water stinks sweetly by way of a zest,
 Where you walk on your legs, when you're not topsy-turvy,
 And where though you sleep soundly, you're never at rest!
 Then push round the can; oh! you have not a notion,
 Of Sailors, their Grog, and their Sweethearts, and Wives:
 Ah! give me, my soul, the tight Lads of the Ocean,
 Who, though they're so wretched, lead such happy lives.

II.

Then you're always of Billews and Winds in the middle,
 That so dash, and so whistle, and bodder your ears,
 And play a duet with the Tar's song and fiddle,
 So sweetly that sounds and that nobody hears:
 Then to see the tight Lads, how they laugh at a stranger,
 Who fears Billows can drown, and nine-pounders can kill,
 For you're safe sure enough, were you not in such danger,
 And might loll at your ease, if you could but sit still.
 Then push round the can, &c.

III.

What of perils that, always the same, are so various,
 And through shot holes and leaks leave wide open death's door?
 Devil a risk's in a Battle, wer't not so precarious,
 Storms were all gig and fun, but for Breakers and Shores!
 In short, a Tar's life, you may say dat I told it,
 Who leaves quiet and peace, foreign Countries to roam,
 Is, of all other lives, I'll be bound to uphold it,
 The best life in the world, next to staying at home.
 Then push round the can, &c.

NAVAL HISTORY OF THE PRESENT YEAR, 1805.

(June—July.)

RETROSPECTIVE AND MISCELLANEOUS.

NEVER did the Athenians, in the most anxious moments of their Warfare
 against Philip, look for News with more eager expectation, than our Coun-
 trymen have done during the whole of the last month: and as the Wind has
 lately been favourable, their irritation has proportionably increased. Yet still

we can only at present hear, that our dastardly and vaunting Enemies have performed the same manœuvres with their Fleet which they formerly were so notorious for doing with their Army :

“ The King of France with forty thousand Men
March'd up the Hill !—and then march'd down again.”

The following is a brief account of the Proceedings of Lord Nelson :—

Captain Bettesworth, of the *Curieux* Sloop of War, arrived at the Admiralty with Dispatches from Lord Nelson on the morning of July the ninth, about two. His Lordship, with the Fleet under his Command, reached Barbadoes on the 4th of June, having made the Voyage from Lagos Bay in 25 days. All his Crews were in health, and in the highest state of discipline. The *Curieux* did not leave him till the 13th. The French Fleet had previously quitted Martinique for the northward ; and his Lordship, on that day, was pursuing them, upon good information as to their track. So exact, indeed, was his intelligence, that he told Captain Bettesworth, who would of course out-sail him when dismissed with the Dispatches, what course of steering would give him a sight of the Enemy, before his finally standing for Europe. Captain Bettesworth, by following his instructions, did accordingly see them. This was on the 20th ult. They were then seventeen Sail of the Line, *sailing badly*. Lord Nelson had ten Sail in perfect condition, and Captain Bettesworth supposed his Lordship to be then not more than a day and a half behind them. The Enemy had lost three thousand Men by sickness.

Thus this vast Fleet, after escaping from their own Ports, and reaching the West Indian Seas, *are returning to Europe*. For this purpose they were endeavouring to cross the Trade Winds, that they might return by an unusual course, and have some chance of escaping Lord Nelson. But his Lordship was well aware of this, and followed in the same track.

Lord Nelson was only twenty-four hours in watering his Fleet at Barbadoes. He had been to Trinidad and Grenada.

It was in latitude $32^{\circ} 12' N.$ and longitude $58^{\circ} W.$ that the *Curieux* saw the Enemy.

The seamanlike manner in which the *Curieux*, Captain Bettesworth, came to an anchor, and furled her sails, when she arrived in the Sound from the West Indies, was very gratifying to a number of Nautical Spectators on the Hoe, as the time taken by this well disciplined Ship's Company, from going aloft to furl and trim the sails, was only three minutes and a half before they were all snug, and the Men again on deck. The *Curieux* fought a gallant Action in the West Indies, in which Captain Bettesworth was severely wounded. One of the Neutrals detained by the Lord Nelson was chased last Sunday morning by a long French Row-boat Privateer, rowing sixty oars ; but she escaped, and arrived safe here.

All due diligence has been employed by the Admiralty, acting upon the information received by the *Curieux*, to bar the return of the Enemy to any of their Ports in the Ocean. Admiral Sir Robert Calder has been reinforced off Ferrol, by the *Windsor Castle* and *Barfleur*, of 98 guns ; and the *Triumph*, *Raisonné*, and *Warrior*, of 74 guns each. The Squadrons cruising off Rochefort and Cadiz have also been reinforced.

Lord Seaforth, Governor of Barbadoes, in his letters to Government, states that a great mortality had prevailed on board the French Ships, in consequence of their crowded state ; and to this circumstance is imputed their delay at Mar-

tinique. The Flag Officers are a Spanish Admiral and a French Vice and a Rear Admiral. On the 22d of May they had stationed four Frigates at St. Pierre; had they been a fortnight later, a large Convoy would have been assembled at Tortola in an unprotected Harbour. General Prevost had on the 20th withdrawn all his Forces from Roseau, &c., and concentrated them at Prince Rupert's, where he had collected abundant Stores.

On Wednesday, July 10, His Majesty's Sloop *Orestes*, Captain T. Browne, cruising on the French Coast between Dunkirk and Gravelines, got on Shore on one of the numerous Banks on that Coast: to prevent her falling into the Enemy's Possession, after every endeavour was made to get her off, without effect, she was set on fire and entirely destroyed. The Captain, Officers, and Crew, we are happy to inform, were all saved by the Boats of the different Cruisers, and since arrived in the Downs.

Parliament was prorogued by Commission July 12, to Thursday the 22d of August, on which occasion the Lord Chancellor read a short Speech, a substitute for that usually delivered by the King in person. The following part, though it affords but little information respecting our Continental Negotiation, breathes the spirit of Peace, supported by an independent and unsubdued Resolution:—

" My Lords and Gentlemen,

" His Majesty has not yet been enabled to communicate to you the result of the Negotiations in which he is engaged with Powers on the Continent; but you may rest assured that no step will be omitted on His Majesty's part, for promoting such a concert as may afford the best prospect of restoring general and permanent tranquillity; or may, if necessary, furnish the means of repelling with vigour the continued encroachments on the part of the French Government, which threaten every day, more and more, the Liberty and Independence of all the Nations of Europe."

The following Ships attend their Majesties and the Royal Family, during their residence at Weymouth, viz. the *Diamond* and *Chiffonne* Frigates, *Defender* and *Safeguard* Gun-brigs, with the *Liberty* and *Viper* Luggers.

The Commission given to the Captain of *le Vaillant*, *Prize à la Loire*, is signed by the Corsican Emperor, and runs as follows:—

" We, by the grace of God, Napoleon I, Emperor of the French, &c. &c. &c. to Captain ———, greeting," and then goes on in the usual form.

This Officer is a *Capitaine de Vaisseau*, but commands the above Privateer—a circumstance very common in 1759—like *Commodore Thurot*, when he commanded three private Ships of War on the Coast of Ireland, and was captured by Captain Elliott, which were fitted out by Dunkirk Merchants.

It has been incorrectly stated, that Captain Maurice, and a party of Soldiers, commanded the *Diamond Rock*, at the entrance of *Martinique*. The gallant Commander was Captain Maurice, of the Navy, and the Rock was defended by the same number of Seamen as is on board a Sloop of War. Captain M. was First Lieutenant to Sir Samuel Hood.

Our Naval Service is much indebted to Captain Cowan, for the invention of a dexterous mode of reefing all the sails of a Ship: by this plan, now generally adopting through the Navy, the main-sail of a first-rate Ship is reefed by two Men on the yard with more facility than when forty were employed to effect it.

From Nantucket, May 20, 1805.—The following article was found in a junk-bottle, taken up at the southward of the Vineyard, by one of the Pilot-boats on the 9th instant. The bottle in which it was found was ballasted with six ounces

of lead balls, and had a staff made fast to it, with a piece of silk handkerchief put through as a Flag :—

“ French National Ship Silence, April 10, 1805.

“ One of His Britannic Majesty's Subjects, confined as a Prisoner on board this Ship, embraces this mode of communicating information to his Countrymen (being the only means left in his power), hoping that it may prove successful. If it should even fall into the hands of any of our American well-wishers, they no doubt will make it public, that a valuable Spanish Ship, with an immense quantity of specie, bound to Cadiz, would leave the Havana about the 1st of this month. Such a Prize is certainly worthy the attention of any of His Majesty's Ships on this Station looking after. The Spanish Vessel's force is only 16 guns, and but indifferently equipped.

“ THOMAS BURKE.”

The Fleet in the Texel is extremely ill manned, and badly victualled, but rigidly disciplined. To give an idea of their Seamen, and the shifts they have recourse to for procuring them, it is only necessary to state the following circumstance :—The poor, innocent, and oppressed inhabitants of Switzerland, deprived of the means of subsistence in their own Country, have been lately in the habit of emigrating by the way of Holland, with a view of finding Shipping for America. Several hundreds of these unfortunate People having reached Amsterdam, were reported to the Police, who gave orders for their detention till the General in Chief should signify his pleasure on the subject of their quitting Holland. His Excellency ordered those capable of serving in the Navy, to be conveyed on board some Dutch Men of War fitting out in the Texel, and their Families to be provided with Passports to return and starve in their Native Country !

The Spanish Ship the *St. Michael*, from Lima, is arrived in one of the Spanish Ports, having on board 200,000 piasters on account of the Spanish Government, and 470,000 for the Merchants, with a Cargo of cocos and other valuable merchandizes. This Vessel fell in with the second Rochefort Squadron, and from it learnt, that Hostilities had commenced between Spain and England.

The Spaniards, who have been taken Prisoners in different Ships, express themselves in terms of great warmth against the English ; and scruple not to assert the most palpable falsehoods. A Correspondent informs us, that Lord Cochrane rendered himself very obnoxious to them, by putting their consecrated candlesticks on the heads of his masts. The anecdote respecting that Officer's Liberality was not entirely correct : something was returned to the Spaniards, but nothing equal to what has been imagined.

Cadiz, May 19.

A Passenger just arrived here from the Isle of France, which he quitted on the ninth of March, on board an Austrian Vessel, has brought the following intelligence :—

Rear-Admiral Linois has captured thirty-five of the Enemy's Merchantmen ; ten of which, richly laden, belonged to the East India Company : he was also preparing to make further Attacks upon the English Commerce in the East Indies.

INQUISITION.

On the 27th of May, R. Callaway, Esq. held an inquisition on the body of Manuel Portello, a Spanish Prisoner, on board the *San Damaso*, a Prison Ship, in Portsmouth Harbour, who died in consequence of a stab with a knife in his left thigh. It appeared upon the examination, which lasted six hours, that the

deceased was discovered by the Spanish Surgeon, in the orlop-deck, weltering in his blood; from the loss of which he was so exhausted, that he could not be understood: that the knife was found several yards from where he lay, without any traces of blood to the spot, which must have been the case had he inflicted the wound on himself: and that he had been gambling with another Prisoner, who underwent a strict examination.—The Jury upon these, and other strong collateral circumstances, returned a verdict of *Wilfully stabbed by some Person or Persons unknown.*

AN ABSTRACT OF THE BRITISH EFFICIENT NAVAL FORCE.

[Corrected to the 20th of July, 1805.]

(To be continued occasionally.)

ENGLISH AND IRISH CHANNELS.

Rate.	Ships.	Guns.	Commanders.
1	Britannia	100	{ Rear-Admiral Earl of Northesk. Captain Charles Bullen.
2	Barfleur	98	George Martin.
3	Courageux	74	Richard Lee.
	Diadem	64	Charles Grant.
	Foudroyant	80	{ Rear-Admiral Sir Thomas Graves, K.B. Captain P. Puget.
2	Glory	98	{ Rear-Admiral Charles Stirling. Captain Samuel Warren. Admiral Lord Gardner.
1	Hibernia	110	{ 1st Captain, Rear-Admiral E. Thornborough. 2d do. William Bedford.
3	Impetueux	80	Captain Thomas Byam Martin.
	Defence	74	George Hope.
	Cæsar	80	Sir R. J. Strachan, Bart.
	Agamemnon	64	John Harvey.
	Goliath	74	Robert Barton.
	Montagu	74	—
2	Neptune	98	T. F. Freemantle.
	Prince	98	Richard Grindall.
	Prince George	98	George Losack.
	Princess Royal	98	Richard Car. Reynolda.
3	Princess of Orange	74	Thomas Rogers.
	Plantagenet	74	William Bradley.
	Polyphemus	64	Robert Redmill.
	Revenge	74	Robert Moorsom.
	Repulse	74	Hon. A. K. Legge.
	Raisable	64	Peter Hunt.
2	Temeraire	98	Eliab Harvey.
3	Thunderer	74	William Lechmere.
	Triumph	74	Henry Inman.
1	Ville de Paris	110	{ Admiral Honourable William Cornwallis. 1st Captain, Vice-Admiral C. E. Nugent. 2d do. John Whitby.
3	Warrior	74	Captain Samuel Hood Linzee.
2	Windser Castle	98	Charles Boyles.
3	Zealous	74	John Oakes Hardy.

Total, 36 Sail of the Line, (including 11 three-deckers,) which compose the Blockading Fleet off Brest, under Admiral Cornwallis; that off Rochefort under Rear-Admiral Sir Thomas Graves; and those on the Irish Station under Admiral Lord Gardner. Respecting any particular Ship or Ships, it is to be understood (once for all) that each returns to Port to refit or take in Stores, as may be wanting, while the temporary absence is for the most part filled by some other who may have been previously supplied.

IN PORT AND FITTING.

<i>Rate.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
3	Audacious	74	Captain John Lawford.
	Captain	74	— G. H. Stephens.
	Dictator	64	— James M'Namara.
	Monarch	74	— J. C. Searle.
	Orion	74	— E. Codrington.
	Ruby	64	— Charles Rowley.
4	Dolphin (Store-ship)	44	— Isaac Ferrieres.
	Regulus	44	— C. Worsley Boys.
	Serapis (Store-ship)	44	— ———
	Woolwich do.	44	— Francis Beaufort.
1	Royal Sovereign.....	100	— Mark Robinson.
3	Saturn	74	— Lord Amelius Beauclerc.
	Bellona	74	— D. Pater.

DOWNS AND NORTH SEA FLEETS.

3	Elephant	74	Captain George Dundas.
	Majestic.....	74	— Joseph Hanwell.
	Namur	74	— L. W. Halsted.
	St. Albans	64	{ Admiral Lord Keith.
	Stately.....	64	{ Captain John Temple.
	Utrecht	64	{ George Parker.
			{ Vice-Admiral John Holloway.
4	Adamant	50	{ Captain Thomas Seecombe.
	Antelope	50	{ George Burlton.
	Diomedé	50	{ Robert Plampin.
	Leopard.....	50	{ Hugh Downman.
			{ Rear-Admiral Billy Douglas.
	Trusty	50	{ Captain Richard Raggett.
	Cancel.....	41	{ Thomas Garth.

Rear-Admiral T. M. Russel has his Flag in one of the larger Ships cruising off the Texel; Rear-Admiral Douglas is employed watching the Flotilla at Boulogne; and Lord Keith, with Vice-Admiral Holloway, are stationed in the Downs. It is expected the Namur will be dispatched on other Service.

GUARD-SHIPS.

4	Gorgon.....	44	Captain Wilkinson.—River Shannon.
3	Royal William	80	{ Admiral Montagu. } Spithead.
	Puissant	74	{ Captain Wainwright. }
1	Salvador del Mundi	112	Captain Irwin.—Spithead.
3	Texel	64	Vice-Admiral Young.—Plymouth.
4	Roebuck	44	Captain D. Campbell.—Leith Roads.
	Tromp	44	Rear-Admiral Vashon.—do.
		50	Captain Norway.—Falmouth.
3	Zealand	64	Rear-Admiral Rowley.—Nore.

COASTS OF SPAIN AND PORTUGAL.

1	San Josef.....	112	{ Vice-Admiral Sir Charles Cotton.
			{ Captain T. R. Ricketts. }
3	Malta	80	— Captain Edward Buller.
	Ajax	74	— William Brown.
	Defiance	74	— P. C. Durham.
	Dragon	74	— Edward Griffith.
	Hero	74	— Hon. A. H. Gardner.
2	Prince of Wales	98	{ Vice-Admiral Sir Robert Calder.
			{ Captain William Cumming. }

Rate.	Ships.	Guns.	Commanders.
3	Tonnant.....	80	Captain Charles Tyler.
	Ramillies.....	74	—— Francis Pickmore.
	Terrible.....	74	—— Lord Henry Paulett.
2	Queen.....	98	—— Francis Pender.

WITH VICE-ADMIRAL COLLINGWOOD.

2	Dreadnought.....	98	{ Vice-Admiral Collingwood. Captain Edward Rotheram.
3	Achille.....	74	—— Richard King.
	Bellerophon.....	74	—— John Cooke (1st).
	Colossus.....	74	—— J. N. Morris.
	Illustrious.....	74	—— William Shield.
	Mars.....	74	—— George Duff.
	Minotaur.....	74	—— J. C. M. Mansfield.

IN THE MEDITERRANEAN.

3	Leviathan.....	74	Captain H. W. Bayntum.
4	Madras, Prison and Guard Ship at Malta.....	50	—— C. M. Schomberg.
3	Guerrier, Prison Ship at Gibraltar.....	74	Rear-Admiral John Knight.

N.B. It is not certain whether the Canopus, of 80 guns, is on this Station, or with Lord Viscount Nelson: if the latter has 10 Sail of the Line, Rear-Admiral Louis, in that Ship, is with him.

HOSPITAL AND PRISON SHIPS.

2	Sandwich, P.S.....	90	Lieut. E. Hungerford.
	Sussex, H.S.....	90	—— R. Jewers.
3	Argonaut, do.....	64	—— James James.
	Caton, do.....	64	—— W. Brett.
	Prince Frederick, do.....	64	—— S. Gordon.
4	Experiment, do.....	44	—— Robert Yule.
3	Puissant Sheer Hulk.....	74	—— John Irwin.
	Genereux, P.S.....	74	—— William Lanyon.
	Pegase, do.....	74	—— Crouch.
	Royal Oak, do.....	74	—— S. Liddle.
	San Nicholas, do.....	74	—— William Snow.
	San Damaso, do.....	74	—— Thomas Thompson.
	San Ysidro, do.....	74	—— G. J. Decourdeux (1st).
	Sultan, do.....	74	—— A. M'Leod.
	Bienfaisant, do.....	64	—— Brown.
	Buckingham, do.....	64	—— J. Matson.
	Europe, do.....	64	—— William Styles.

HALIFAX AND AMERICA.

4	Leander.....	50	{ Vice-Admiral Sir Andrew Mitchell. Captain John Talbot.
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NEWFOUNDLAND.

4	Isis.....	50	{ Vice-Admiral Sir Erasmus Gower. Captain J. A. Ommaney.
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LEEWARD ISLANDS.

3	Northumberland.....	74	{ Rear-Admiral Hon. A. Cochrane. Captain George Tobin.
	Spartiate.....	74	—— Sir Francis Laforey, Bart.

JAMAICA STATION.

<i>Rate.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
2	<i>St. George</i>	98	Captain Hon. Michael de Courcy.
3	<i>Hercule</i>	74	_____
	<i>Vanguard</i>	74	_____ Andrew F. Evans.
	<i>Theseus</i>	74	{ Rear-Admiral J. R. Dacres.
			{ Captain _____
	<i>Centaur</i>	74	_____ Murray Maxwell.
	<i>Atlas</i>	74	_____ Samuel Pym.
	<i>Veteran</i>	64	_____ J. N. Newman.
	<i>Eagle</i>	74	_____ David Colby.
	<i>Agincourt</i>	64	_____ Thomas Brigs.—Under orders for the West Indies.

WITH LORD NELSON, IN PURSUIT OF COMBINED FLEETS.

1	<i>Victory</i>	100	{ Vice-Admiral Lord Nelson.
			{ 1st Captain, Rear-Admiral George Murray.
			{ 2d do. T. M. Hardy.
3	<i>Canopus</i>	80	{ Rear-Admiral T. Louis.
			{ Captain F. W. Austen.
	<i>Dounegal</i>	80	_____ Pultney Malcolm.
	<i>Tigre</i>	80	_____ Benjamin Hallowell.
	<i>Belleisle</i>	74	_____ William Hargood.
	<i>Conqueror</i>	74	_____ Israel Pellew.
	<i>Excellent</i>	74	_____ Frank Sotheron.
	<i>Spencer</i>	74	_____ Hon. R. Stopford.
	<i>Superb</i>	74	_____ R. Goodwin Keates.
	<i>Swiftsure</i>	74	_____ John Stuart.
	<i>Malabar</i>	50	_____ Robert Hall.—On her Passage with Dispatches for Lord Nelson.

EAST INDIES, AND ON THEIR PASSAGE.

3	<i>Albion</i>	74	Captain John Ferrier.
	<i>Blenheim</i>	74	{ Rear-Admiral Sir T. Troubridge.
			{ Captain Austin Bissell.
	<i>Russel</i>	74	_____ Robert Williams.
	<i>Lancaster</i>	64	_____ William Fothergill.
	<i>Trident</i>	64	{ Vice-Admiral Peter Rainier.
			{ Captain Thomas Surridge.
	<i>Culloden</i>	74	{ Rear-Admiral Sir Edward Pellew.
			{ Captain Christopher Cole.
	<i>Sceptre</i>	74	_____ Joseph Bingham.
	<i>Tremendous</i>	74	_____ John Osborn.
	<i>Atheniense</i>	64	_____ Francis Fayerman.
4	<i>Grampus</i>	50	_____ T. G. Caulfield.
	<i>Hindustan</i>	50	_____ Alexander Fraser.
	<i>Sheerness</i>	44	_____ Lord George Stuart.
3	<i>Bellepeux</i>	64	_____ George Byng.—Under Orders for that Station with Convoy.

WITH SEALED ORDERS FOR A FOREIGN STATION.

4	<i>Calcutta</i>	50	Captain Daniel Woodroffe.
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REPAIRING.

One Second Rate, the London, of 98; fourteen Third Rates; viz. Pompée and Gibraltar, of 80; Brunswick, Edgar, Ganges, Hector, Powerful, Robust, and San Antonio, of 74; Africa, Holstein, Intrepid, Lion, and Standard, of 64; and one Fifth Rate, Charon, of 44 guns:—Total, 16.

UNDER ORDERS TO REPAIR.

One Second Rate, the Formidable, of 98; thirteen of Third Rates, Alcide, Alfred, Canada, Carnatic, Resolution, Kent, Renown, and Vengeance, of 74; one of 80, the Sans Pareil; the Ardent, Leyden, Monmouth, and Inflexible, of 64; five Fourth Rates, the Bescherme, Batavia, Centurion, and Glatton, of 50, with the Chichester, of 44 guns:—Total, 19 Ships.

Rear-Admiral Sir Richard Bickerton has his Flag flying in one of the Ships on the Coast of Spain, but in which is not yet generally known. His late Ship, the Royal Sovereign, arrived without him, and is now in Portsmouth Harbour.

In addition to the fourteen Sail of the Line, the names of which are given in our former Statement, (vide NAVAL CHRONICLE, Vol. XIII, page 367), as building, there are nine others, not named; as per Letter of the Navy Board to the Admiralty, of the 31st of January last, (vide NAVAL CHRONICLE, Vol. XIII, page 490, and Postscript, page 492), making in the whole twenty-three Sail of the Line now building.

F. F. Upper Clapton.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

[Continued from Vol. XIII, page 503.]

ADMIRALTY-OFFICE, JULY 6, 1805.

Copy of a Letter from Rear-Admiral Drury, to William Marsden, Esq.; dated on board the Trent, in Cork Harbour, the 29th June, 1805.

SIR,

THIS morning arrived here His Majesty's Ship Loire, bringing with her the Valiant, a formidable French Privateer, which she captured four days ago, as related in Captain Maitland's letter, herewith enclosed, for the information of my Lords Commissioners of the Admiralty.

I am, &c.

W. O'BRIEN DRURY.

SIR,

His Majesty's Ship Loire, at Sea, June 25, 1805.

I have much pleasure in announcing to you the Capture of the Valiant of Bourdeaux, a Frigate Privateer, carrying thirty guns and 240 Men, by His Majesty's Ship under my Command, in lat. 49 deg. 30 min. and long. 16 deg. 20 min. after a very hard Chase of twelve hours; when nearly within gun-shot, the Melampus and Brilliant hove in sight on the weather-bow, which obliged her to bear up, and threw her into our hands about two hours sooner than she otherwise would have been. She is reckoned one of the most complete Ships ever fitted out at Bourdeaux, and is perfectly calculated to be taken into His Majesty's Service; sails incomparably fast, carries twenty-four eighteen-pounders on her main-deck, and six sixes (which she threw overboard in the Chase,) on her quarter-deck. The Valiant had been twenty days from Bourdeaux, was victualled and stored for a four months' Cruise: the only Capture she has made is the Lord Charles Spencer, Halifax Packet.

I have the honour to be, &c.

To Rear-Admiral Drury, &c. &c. &c.
Cove.

FRED. MAITLAND.

Copy of a Letter from Captain Dashwood, of His Majesty's Ship the Bacchante, to William Marsden, Esq.; dated off the Havana, the 19th May, 1805.

SIR,

I transmit you a copy of a letter which I have written to Rear-Admiral Dacres, Commander in Chief, giving an account of my having captured, on the 14th instant, the Spanish Letter of Marque Schooner *le Felix*, Francisco Lopes, Master.

I have the honour to be, &c.

C. DASHWOOD.

SIR,

Bacchante, off the Havana, May 14, 1805.

I beg to acquaint you, that the Spanish Schooner *le Felix*, a Letter of Marque, pierced for ten guns, but only six mounted, with a complement of forty-two Men, commanded by Francisco Lopes, laden with coffee and bees wax, from the Havana to Vera Cruz, was this day captured by His Majesty's Ship under my Command, after a Chase of four hours.

She sailed the preceding evening, and was permitted to do so from her very great superiority of sailing, and is the first Vessel that has quitted that anchorage since the Embargo was laid on.

I have the honour to be, &c.

C. DASHWOOD.

Rear-Admiral Dacres, Jamaica.

JULY 13, 1805.

Copies of Three Letters from Rear-Admiral Dacres, Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq.

SIR,

Hercule, Port Royal, April 21, 1805.

Herewith you will receive the copy of a letter transmitted to me by Mr. Smith, Midshipman of the *Hercule*, commanding the Schooner *Gracieuse*, Tender to my Flag, giving an account of the destruction of a French National Schooner that had just sailed from Santo Domingo.

I am, &c.

J. B. DACRES.

SIR,

His Majesty's Schooner Gracieuse, 11th April, 1805.

I beg leave to inform you, at one P. M. on the 9th instant, I fell in with and captured a large Spanish Schooner, from St. Domingo to Porto Rico with Passengers. At six A.M. saw a strange Sail to the Eastward. She proved to be a Sloop under French Colours. I chased her, firing several Shots at her, within gun-shot of the Forts of St. Domingo. Finding it impossible to take her, I gave Chase to a Brig to the Westward. She proved to be an American. At half past four, saw a Schooner standing out of St. Domingo, steering direct for us. I was informed by the Spaniards on board that she was a French National Schooner. I immediately hauled out with my Prize, that I might have Sea room in case she attempted to retreat: this being accomplished, at eight shortened Sail and hove to, with the Prize under the lee-quarter. At half past eight, the Schooner, windward, edged down within musket-shot, and opened a very heavy fire of musketry and great guns, which was immediately returned by the *Gracieuse* under my Command. At nine, he bore down with an intention of boarding, but met with so warm a reception, that obliged him to haul his Wind: he continued the Engagement. At twenty minutes past nine made a second attempt to board. Finding it impossible, made all sail, firing his stern-chasers and musketry. At eleven he tacked, and stood in for the Land. I immediately opened a very heavy fire of grape and cannister, with small arms, which continued till half past three A.M., at which time he run on Shore on Point Vizoa. Finding the reef all round him, I hove-to, within half a mile from the reef, until half past four: I then saw him going along Shore with his Sweeps; made all sail in chase. At half past seven, observed him haul in for the Land. At a quarter past eight run him on Shore on Point de Selma, and landed his Crew off the bowsprit. I run in, and came to in four fathoms Water, with springs on the cable; out Boat, and sent a Hawser on board him, with an intention, if possible, to get him off; but when I got on board, from the number of shot holes between Wind and Water, he had completely

killed. He was as fine a Vessel of his class as ever I saw, and would have done for His Majesty's Service. His force consisted in a beautiful long brass twelve-pounder, mounted on a circle in midships, which I have got on board; two long brass four-pounders, and four brass swivels, three-pounders, with ninety-six Men, armed with small arms. Finding it impossible for the Boats to do any thing, from the heavy surf on the Beach, I continued here until morning, and sent the Boats at half past three A.M., under the Command of Messrs. Higgins and McGill, in order to take out the long gun, and destroy the Vessel, which was effectually completed by them. It is impossible to find words sufficient to express the general good and gallant conduct of the Officers and Crew. I feel pleasure in informing you we have not a Man killed; the only Persons wounded were Mr. Robert Marley, Midshipman; Thomas Knox and Joseph Ligo, Seamen, which deprived me of a truly brave Officer and Two Men; having on board three sick and three wounded; an Officer of our Seamen on board the Prize. The number of the Enemy's killed and wounded is unknown, but must have been considerable, as I could plainly see them carrying the wounded in the bushes.

I have the honour to be, &c.

J. R. Dacres, Esq. Rear-Admiral
of the Red, &c. &c. &c.

T. B. SMITH.

SIR,

Hercule, at Sea, May 17, 1805.

I have the honour to enclose, for their Lordships' information, the copy of a letter I have received from Captain Woolsey, of His Majesty's Sloop Papillon, acquainting me of his having, by stratagem, caused one of the Felucca-rigged Privateers to be captured, that annoy the Coast of the Island of Jamaica.

I am, &c.

J. R. DACRES.

SIR,

Papillon, Savana la Mar. April 15, 1805.

Having anchored at Savana la Mar, I gained intelligence from the Master of a Droger, that a Spanish Felucca-rigged Privateer was off the west end to the very great annoyance of the Coast; and being very apprehensive she might make her escape should I go after her in the Papillon, I judged it best to try and take her by stratagem: I accordingly got one of the Merchant Ships' Shallops, and dispatched Lieutenant Prieur, with twenty-five Men, disguising her as a Droger; at eight, the same evening, he fell in with the Privateer close under the Land; Lieutenant Prieur, in a very cool and brave manner allowed her to row alongside, and make herself fast before the Enemy discovered his mistake; he then ordered the Men from below, fired a volley of musketry into her and boarded; and I am happy to inform you, in four minutes she was completely in our possession. She proves to be the Conception, Spanish Privateer, of one brass three-pounder and twenty-five men, well armed and equipped, about twenty-five tons burthen, out five days from Manchoneal Harbour, in the Island of Cuba, and had made no Captures.

The loss of the Enemy was considerable, having had seven Men killed and drowned, and eight badly wounded: we, I am happy to say, had only two slightly wounded. Four of her Men swam on Shore, and have since been taken up by the Militia. The Prisoners I landed here, who were taken charge of by the Militia; the wounded are in Hospital, with proper medical attendance.

The conduct of Lieutenant Prieur and Mr. J. Christie, Purser, (who volunteered his Services,) the Petty Officers and Men, on this occasion, I cannot too highly recommend to your notice.

I have the honour to be, &c.

To Rear-Admiral J. R. Dacres, Commander
in Chief, &c. &c. &c.

WILLIAM WOOLSEY.

SIR,

Hercule, at Sea, May 17, 1805.

I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter transmitted to me by the Honourable Captain Murray, of His Majesty's Ship Franchise, acquainting me of his having captured the Tender of the Dutch Frigate Kilen Hassler, which is lying in Curaçoa Harbour.

I am, &c.

J. R. DACRES.

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His Majesty's Ship la Franchise, off Curaçoa,
April 25, 1805.

SIR,

I have the honour to inform you, that on my arrival off the Town of this Island, on the 24th instant, we observed a Schooner to leeward of us: on standing for her, she hauled in under the Fort of Port Maria, and came to an anchorage: we followed; and, after about an hour's firing at the Fort and her, we had the satisfaction to get her out. She proved to be a Tender to the Dutch Frigate Kelen Hassler, now lying at Curaçoa, and commanded by a Lieutenant, with thirty-five Men, twenty-four of which, with the Lieutenant and Surgeon, were on board when taken possession of, the former wounded; the rest made their escape on Shore. We have, unfortunately, one Man very badly wounded, and two slightly; some of our rigging cut, but not materially damaged.

I have the honour to be, &c.

To James Richard Dacres, Esq., Rear-
Admiral of the Red, Commander in
Chief, &c. &c. &c.

JOHN MURRAY.

Copy of a Letter from the Honourable Rear-Admiral Cochrane, Commander in Chief of His Majesty's Ships and Vessels at the Leeward Islands, to William Maraden, Esq., dated on board His Majesty's Ship Northumberland, at Barbadoes, the 4th of June, 1805.

SIR,

I herewith enclose you, for the information of the Lords Commissioners of the Admiralty, a copy of two Letters I have received from Captain Nourse, of His Majesty's Ship Barbadoes, and Captain Cribb, of the Kingsfisher, having captured the French Schooner Privateer la Desirée, and Spanish Privateer Damas.

I am, &c.

ALEX. COCHRANE.

His Majesty's Ship Barbadoes, at Sea,
April 8, 1805.

SIR,

I beg leave to inform you, that His Majesty's Ship Barbadoes, under my Command, this day captured, in sight of the Island of Barbadoes, la Desirée French Privateer Schooner, of 14 guns, and 71 Men; out four days from Guadeloupe, and had not made any Capture. She had the temerity, after being decoyed within Musket-shot, to return the fire of several broadsides with Musketry, by which she suffered in 7 Men killed and wounded.

I have the honour to be, &c.

JOSEPH NOURSE.

To Hon. Rear-Admiral Cochrane,
Commander in Chief, &c. &c.

His Majesty's Sloop Kingsfisher, off Cape
St. Juan, April 11, 1805.

SIR,

Two Boats from the Ship under my Command, under the direction of Lieuts. Standish and Smith, brought out from the anchorage of the above Cape the Damas Spanish Privateer, pierced for 4 guns, mounting only 1 eight-pounder, 40 Muskets, with a Crew of 57 Men. Though the Crew made some resistance both from the Vessels and on Shore, I have the pleasure to add it was without loss. She was equipped ten days ago at Cumana, for a Cruise off Demerara. This is her first and unsuccessful effort.

I am, &c.

W. R. CRIBB, Commander.

The Hon. Admiral Cochrane, Commander
in Chief, &c. &c. &c.

Imperial Parliament.

HOUSE OF LORDS, MAY 24.

THE Lord Chancellor stated, that he had received a Letter from Earl St. Vincent, which expressed his readiness to attend before the Select Committee of the Commons. A motion of the Lord Chancellor, respecting the manner, &c. of examining Judge Fox, was deferred till Thursday.

NAVAL AFFAIRS.

Lord *Dartley* called the attention of the House to the Naval Documents on the Table, and observed, that what he had now to state would have no reference to any individual, but would be addressed to all who had the good of their Country at heart. The principal points upon which he should dwell, were the comparative merits of the present and the late Board of Admiralty; and to examine upon what grounds Ships, unless as Men of War, had been put into Commission; why a certain number of Ships had been built or repaired in the Merchants' Yards preferably to the King's Yards, and which of the two places for building Ships of War were most useful to the Country. He then very pointedly animadverted on the enormous expense the building and repairing the Ships of War in the Merchants' Yards had involved; and said, that it amounted to somewhat more than 34l. per ton. He next adverted to, and lamented the number of excellent Hands that had discharged themselves from the King's Yards since the present Admiralty was in power; a number sufficient to have completed all the Ships that of late had been promised, as he said would appear from the Papers on the Table, and would have saved one third of the Money that had been expended in the Merchants' Yards. He concluded with paying some high compliments to Earl St. Vincent; censured the language which had been used against him in the other House, and at length moved for a Select Committee to report upon the Papers. Among others he mentioned the following Peers, as Members to form the Committee: the Duke of Clarence, the Marquis of Buckingham, Earls Fortescue and Tankerville, Lords Romney and King, &c.

Lord *Melville* ably answered the different remarks of the Mover. He insisted that no Papers had been objected to but such as could not be produced on account of their length, as one document alone would fill three folio Volumes. On the charges against the present Admiralty, of having brought up a number of useless Ships, and built and repaired Ships of War in the Merchants' Yards, he reminded the Mover, that a Motion had been made respecting the want of small Ships, and the necessity of immediately providing them, as the fittest to counteract the attempts of the Enemy at Invasion, which at that time seemed to be considered as very serious and alarming. He found that such Ships would be indispensably necessary. Those, however, that had been contracted for, would not be ready till a distant period; it was therefore thought expedient to purchase some. The amount in all of those purchased, built, and repaired, was no less than 176 Vessels; almost double the number formerly employed in the North Seas. The expense was about 300,000l. The expense he never would regret, for in such a state of the Country no mode of defence was more necessary. These Ships are now employed in the North Seas as Convoys, and they have the additional advantage, that they allow other Ships, fitter for harder Service, to be employed elsewhere. If blame was imputable to him, it would appear from the measures he adopted on first coming to preside at the Admiralty Board. On entering upon that Department, he felt that his first duty was to attempt to restore the British Navy. He accordingly examined into all its branches, and ordered an accurate Report to be made of all the Ships in Commission. He found that there were then 81 Ships of the Line, 17 of which were for Home Service. Was that a state of the Navy such as was called for by the alarming situation of the Country? That number might be adequate to the Force of the Enemy, who were said to have seventy Ships of the Line; not indeed all ready for Sea, but which might soon be not much inferior to them, as our Ships must be considerably worn down after a hard Service of ten years. With every endeavour to increase the number, it still, however, nearly remained the same after ten Months; because what was added was little more than what could be a Substitute for those which there was not time to repair. This circumstance led him to further inquiry into the most effectual means of keeping up the Navy. By which inquiry it appeared, that on the 15th of May, 1804, there were building only six Ships of the Line, which were undertaken at different periods, but some of which would not be ready till 1806, or even 1807. It further appeared, that of these Ships which were to be ready in May, 1804, the Keels had not yet been laid down. Where the blame lay, it was not for him to say; he only stated the simple facts. He then made some excellent remarks, to show that him

conduct had been the same as that of Lords Sandwich, Chatham, Spencer, &c. from 1771 to 1801; asserted that no less than 120 Sail of the Line would be found adequate to preserve all we had at stake; and concluded with stating, that the Commissioners of the Naval Inquiry were likely to do more effectual Service than any Committee of their Lordships.

Earl St. Vincent said a few words to show that ten Ships of the Line could be built every year in the King's Dock Yards.

Lord Sidmouth contended that there were no grounds for the Committee; as did Lord Hawkesbury.

Lord Holland spoke in favour of the Motion; and on a division there were, Contents 33. Non-Contents 88.—Majority against the Motion 55.

JUNE 5. Lord Barham took the Oaths and his Seat, on his creation to that Title: his Lordship was introduced by Lords Boston and Woodhouse. The Royal Assent by Commission (the Lord Chancellor, Lords Walsingham and Auckland, sitting as Commissioners) was given to the Commission of Naval Inquiry Bill.

HOUSE OF COMMONS, MAY 20.

Mr. Creevey moved for an account of the Salaries of the Judge, Marshall, and other Officers of the Court of Admiralty. The Motion was negatived, in consequence of Sir William Scott having explained that he derived no Salary from sitting in the Court of Appeal.

Mr. Huskinson moved for accounts of sums remaining unapplied, granted for the Service of the Navy in 1800. Ordered.

MAY 23. Serjeant Best called the attention of the House to the facts disclosed in the Eleventh Report of the Naval Commissioners, and spoke as to the propriety of an inquiry previous to any ultimate decision. The facts in this Report proved, in his mind, that some gross abuses had been committed, and that scarcely any Law had passed for the security of our Constitution on these points, which had not been violated. It therefore became highly necessary to ascertain whether Loans can be raised from the People by the Ministers, without the consent of Parliament, consistently with the principles of the British Constitution; because scarcely a Session of Parliament passes without votes enabling the Minister to raise Loans upon Exchequer Bills; and if it be the Law of the Constitution that Loans cannot be raised upon Exchequer Bills without that permission, it cannot be legal to issue Navy Bills for the purpose. He proceeded to quote passages from different Writers on the Constitution; and asserted, that since the year 1800, independently of the vast number of Navy Bills that have been issued in the legal way, namely, for Stores and actual Services; and which becoming due, instead of being paid off, were taken up by issuing other Navy Bills, as has of late been the practice at the Bank, no less a Sum than 4,500,000*l.* had been raised by the issuing of Navy Bills; and of this no communication was ever made to Parliament. Commenting on other passages of the Report, he arraigned Ministers for a high violation of the Laws of the Country, in a misapplication of the public Money; and at length concluded with moving, "That a Select Committee be appointed to take into consideration the Eleventh Report."

The Chancellor of the Exchequer expressed himself anxious for the proposed inquiry, and intimated that the Mover was totally mistaken as to the subject on which he had descanted. He, however, suggested as an amendment, that one part of the Report should be referred to a Secret, and the other to a Select Committee. He then entered upon a refutation of the charges which Mr. Best had made against Ministers, by showing that the Commissioners who had framed the Report had thought of no such charges, and had only intimated that the scheme principally alluded to in the Report was adopted with no direct view. He traced, in the clearest manner, the origin and purposes of Navy Bills, to the time of the Revolution; and after insisting that the purposes to which they had been applied were strictly Naval and regular, he moved that the application of an item of 100,000*l.* be excluded from the investigation of the Select Committee.

Mr. Fox made some observations on the necessity of examining how far the Laws had been complied with, and how far they had been sacrificed to public convenience.

Sir A. S. Hammond observed, that the Navy Board had been accused of paying Bills a day sooner than they ought to have been paid. The mode pursued was exactly the same as had been followed from the beginning. It was consistent with the uniform practice. It was surprising to him that the Commissioners should have stated this matter in the manner they had. The Navy Board had taken 90 days before they issued the Bills; so that instead of paying a day too soon, there was a gain of 179 days, and half of a year's Interest saved by that credit, making it for six Months instead of three Months. There was a very considerable issue in 1797, to the amount of 7,000,000*l*. Fifteen per cent. was then paid on the Bills, and the same kept increasing till the Act passed; in the year after which, more than 1,000,000*l*. was saved to the Public.—The Motion of Serjeant Best, with the amendment, was then agreed to.

The Bill for improving the Port of London was read a third time and passed.

MAY 27. Mr. *Leycester* brought up a Report from the Select Committee, relative to the Tenth Report of the Naval Commissioners, and moved that it be printed.

Mr. *Whitbread* immediately gave notice of a Motion for the Impeachment of Lord Melville. This Motion it was his intention to follow up with certain Resolutions respecting the conduct of the Chancellor of the Exchequer, on several of the transactions mentioned in that Report. He named Thursday se'nnight.

MAY 28. Sir C. Price obtained leave for a Bill to repeal that part of the London Docks Act which grants to the Carmen of London the exclusive privilege of free Cartage on the Quays.

Mr. R. S. Dundas, Son of Lord Melville, in consequence of Mr. *Whitbread's* Motion, intimated that he should move that his Lordship be heard in his defence on the day of the Impeachment.

On the Motion of Sir W. *Elford*, the Correspondence between Earl St. Vincent, the Comptroller of the Navy, and Lord Buckinghamshire, was referred to a Select Committee,

SEAMEN.

Sir John Borlase Warren presented a Petition for the Naval Asylum, praying for aid; which was ordered to be referred to a private Committee.

PRIZE CAUSE BILL.

Sir W. Scott moved the commitment of the Prize Courts' Bill.

Sir C. Pole thought that this Bill would be attended with the most mischievous consequences. It was not for the encouragement of Seamen, but for the encouragement of Doctors Commons. He then went into the various parts of the Bill, and dwelt on the enormous expenses, the large fees charged, the inconvenience of having only one Proctor for Captors, and the enormous income of that Proctor. It was mockery to call it a Bill for the Encouragement of Seamen.

Mr. Martin said the Hon. Bart. had spoken the sentiments of the Public.

Sir J. Nicholl, at considerable length, replied, The principal points he insisted upon were, that expense was unavoidable, from the only mode in which evidence could be procured. The case that had been stated of a Proctor's Bill amounting to 140*l*. on the condemnation of a Spanish Prize worth 300,000*l*. did not appear to him at all extravagant: but if a Proctor's Bill was in any instance excessive, there were methods of taxing it.

After some farther conversation, in which Admiral Pole, Sir J. B. Warren, Admiral Markham, Sir W. Scott, and Dr. Lawrence, took part, the Bill was ordered to be re-committed. The Speaker then left the Chair, and the House went into a Committee for the re-committal of the Bill.

Admiral Berkeley suggested the necessity of establishing an Office in London, where Seamen and their relations should be immediately informed as to the

Prize Money due to them. He thought that of such importance, that there should be a Board specially to superintend it.

Mr. Rose and the Chancellor of the Exchequer agreed in the necessity of a House in London, for the purpose suggested; but seemed to think it better that the Governor of Greenwich Hospital should have the appointment and superintendence of such Office. The Report was ordered to be received on Thursday. Adjourned to Thursday.

MAY 30. Mr. Jeffries (of Pool) moved for an account—1st, Of the quantity of Foreign Oak Timber bought for the Service of the Navy from the 1st of January to the 15th of May, 1803.—2dly, Of the quantity of English Oak Timber admitted into His Majesty's Stores, from the 1st of January, 1793, to the present time, distinguishing each year.—3dly, The number of Ships of the Line and Frigates paid off between the 1st of October, 1801, and the 2d of March, 1803: as, also, of the number of Ships repaired in His Majesty's Docks during the same period. These Motions were severally put and carried.

Mr. Whitbread stated, that when he had given notice of a Motion arising from the Tenth Report for Thursday next, it was on the supposition that the Report of the Select Committee might have been printed by this day, and that Members would consequently have sufficient time to take it into consideration. As he was now informed that it could not be printed till Saturday, he was under the necessity of postponing his Motion. As he understood Monday se'night would not be a convenient day, he should now fix Tuesday se'night for the Motion of which he had given notice.

Mr. Pitt observed, that the Hon. Gentleman's Motion consisted of two parts; namely, the Impeachment of Lord Melville, and the Resolutions which related to his (Mr. Pitt's) own conduct. He expressed an earnest wish, that the Resolutions, at least, should be brought forward on the day originally proposed; but after a short conversation, it was agreed that the question should stand fixed for Tuesday se'night.

JUNE 6. Sir C. Price brought up the Report of the Committee on the London Docks. Resolutions for granting 50,000*l.* to finish those Docks agreed to.

Mr. Rose obtained leave to bring in a Bill to encourage Seamen in the Coasting Trade. Adjourned.

SIR JOHN THOMAS DUCKWORTH.

JUNE 7. Col. Wood, pursuant to his notice, rose, and moved for the production of the proceedings of the Court Martial lately held on Vice-Admiral Sir J. T. Duckworth, with a copy of the memorial presented by Capt. Wood, the prosecutor, and the case and opinion made out in behalf of the said Capt. Wood. He inferred that the evidence adduced completely proved the arbitrary proceedings of Admiral Duckworth, in having dismissed Capt. Wood from the Command of the *Acasta* Frigate, and that the Admiral had transgressed the 18th Article of War, in bringing home from the West Indies certain Articles of Merchandise. Notwithstanding this, the Admiral had been honourably acquitted, and the prosecution alleged to be vexatious, and without foundation. It was, therefore, the duty of the House to interfere in such a case.

Mr. Dickenson, Sir W. Elford, Admiral Markham, and Capt. Harvey, warmly defended the character of the Noble Admiral, who had done nothing more than was usual in the Service.

Col. Wood said, that as it appeared to be the wish of the House that this matter should not be brought forward at present, he should withdraw it, with the intention of taking another opportunity next Session to bring it under their consideration. The question was then put, that the Motion be withdrawn, which was loudly negatived, without a division.

JUNE 10. Mr. Whitbread moved for several Papers connected with the case of Lord Melville.

JUNE 11. The Speaker having stated that he had received a Letter from Lord Melville, announcing his readiness to attend and be examined relative to

the Tenth Report, the Serjeant at Mace was dispatched to inform him that he might come in; and on entering, a Chair was placed for him within the Bar.

Lord Melville began by observing, that since the first agitation of the subject, he had made every effort to obtain a hearing, but without effect: that when called before the Commissioners of Inquiry, he was wholly unacquainted with the nature of the accounts they possessed between Messrs. Trotter and Coutts; that when he applied for an opportunity of making fuller explanations, he was answered, that their Report was before Parliament, and they did not think it necessary to alter what they had done. When the discussion came on, whether previous inquiry should be instituted before Resolutions were adopted against him, he hoped that a Committee would be appointed, and that he might be heard before them; but in this he was disappointed from a difficulty which arose in the other House; and that at length being permitted to explain himself in his present situation, he came under such restrictions as would not allow him to enter upon his defence. He, however, begged to make some preliminary remarks; and he began by solemnly protesting that the Resolutions of the House which stated that he had connived at the violation of the Act of the 25th of the King, were erroneous. He never had any knowledge of Mr. Trotter's investing any Navy Money in the Stocks, of his discounting Bills with it, of his turning it to purposes of private advantage, and that if any such practice had existence, it was altogether without his privity or consent. He would therefore confidently assert, that the evidence of the only two Persons, Mr. Trotter and Mr. Wilson, who could be supposed to be privy to the whole, does not contain one tittle which could lay any foundation for this charge. With respect to the origin of his connexion with Mr. Trotter he spoke as follows:—"When I first came into the Navy Office, I found Mr. Trotter, who was introduced and recommended to me by Sir G. Elliott and Mr. Coutts, with the latter of whom he had connexions in the way of business. I soon distinguished him for his uncommon activity and diligence. He was indefatigable in detecting and disclosing to me a variety of frauds before committed in withholding the pay of Seamen, and different emoluments to which they are entitled. I encouraged and supported him in the prosecution of the Parties guilty of these mal-practices. I was desirous of going farther, and, instead of confining the protection of Government to the Sailors themselves, of extending it also to their Wives, Children, and Families. In my endeavours to effect this, Mr. Trotter made himself so useful, in laying before me the best arranged plans for producing the effect, that I thought him worthy of being trusted; and for his unwearied exertions, on the death of Mr. Douglas I promoted him to his late situation in the Office; and I am even now ready to say of him, that, for a great length of years, no public Office could have been better conducted; that during the whole of that time there was not a single instance of any stoppage or delay of payment to the Seamen, and that all the balances were fairly accounted for, and transferred, without the loss of a single shilling to the Public. He received, it is true, an additional Salary; but that I thought him fully entitled to, for his additional exertions." He then asserted, that on no occasion whatever had he authorized Mr. Trotter to draw money from the Bank for his own private emolument, and that there is not the smallest evidence to support the charge; that he only allowed Mr. Trotter to lodge money at private Bankers for making payments with facility. He added, that notwithstanding the restrictions he was under, he must say, that the assertions contained in the Report are false, and in contradiction to the evidence which was given. The Act of the 25th of the King, of which he allowed he had some knowledge, never intended to make a regular digest of Regulations for the Office of Treasurer of the Navy. Its true object was to restrain Treasurers or Paymasters from retiring from Office, as had frequently been done before, with large balances unaccounted for. During the whole of his own Administration, that Law was rigidly complied with; and in retiring from Office, he has not been accused of retaining any balance whatever. He observed, that the House should consider that, beyond the necessary controul of the Treasurer, his Office is quite distinct from that of the Paymaster, and that of the Paymaster General not very much connected with those of other Persons employed in that department. A great deal of money must pass through the hands of inferior Officers in different parts

of the Country where the demands are made. In the Month of January last, the Pay Office was kept open for a long time, to make good small demands; and there were 6,802 payments made in different Sums, from 3*l.* or 4*l.* so low as 4*s.* 6*d.*, and many of them even to a smaller amount, to supply such Sums as different Sailors were entitled to. It must, therefore, be obvious, that to answer such numerous demands, it is necessary to have always a very large Sum, either in the Iron Chest of the Office, or at some convenient Banker's, as it would be endless to pay them all by drafts on the Bank of England, specifying the names of the Persons in whose favour they were drawn. He therefore thought it but fair and reasonable that the Paymaster should derive some advantage from the money placed in the hands of the private Banker, on the mere principle of mutual accommodation:—the practice was not peculiar to his Administration; but had been continued two years after he resigned; and he would contend that it was preferable to leaving the money in the Bank in the hands of sub-accountants. He entered into a detail of the nature of Trotter's employment as Paymaster; and asserted, that from the nature of the transactions between them, it was impossible for him (Lord Melville) to give any precise explanation. He had availed himself of the 5th clause, not with any view of screening himself, but for the purpose of withholding disclosures, which, as the facts were connected with the public Service, it would have been extremely improper for him to have divulged. He next adverted to a charge against him, of having ordered the public money to be laid out for his advantage and behoof, which, to the best of his recollection, he denied. This, he remarked, was a singular expression, but it was one which was generally used by him, when talking of past transactions. A good deal of acrimonious wit had been expended on this expression, but his literal translation of the phrase was, that he had never given any orders to any such effect. He next made an elaborate statement on the situation in which he stood with Mr. Trotter; in the course of which, he said, it was impossible for that Gentleman to make up, with any degree of correctness, his accounts. Personally he had no means of aiding him in that way, and therefore he stood completely at Mr. Trotter's mercy. He enlarged on the supposed connexion between himself and the late Mr. Tweedy, which he denied; and declared, that instead of being intimate with him, as Trotter had asserted, he knew him only as a Messenger, and never had occasion to speak to him above twice in his life! He next entered into various details of several pecuniary transactions relative to the 40,000*l.* applied to Boyd and Benfield, and vindicated his conduct in that transaction. He insisted that Trotter could never have meant to say that he advanced 20,000*l.* for him on any one day: and he admitted that he gave his consent to the application of the 40,000*l.*, in concurrence with the opinion of the superior Servants of Government: for this he was willing to take his share of responsibility; and he appealed to the liberality of the House for a fair interpretation of his conduct. His Lordship then retired.

Mr. Whitbread began by expressing his satisfaction that Lord Melville had at length defended himself, and lamented that the forms of the House would not permit him to hear his (Mr. Whitbread's) reply. He deprecated the observations of Lord Melville on what he stated to be the prejudgment of his case; and that, as he had stated his innocence, he ought to have informed the House by what means they could ascertain it. The public mind could not be otherwise than inflamed against him, because he had conducted himself in such a way as to excite general indignation; and by his reflections on the partiality of any Jury that might try him, he reflected on the whole Country. He should have thought himself wanting in his duty if he had not brought forward the present Motion. He had proposed that the Committee should take into consideration the 14 Resolutions respecting the conduct of Lord Melville; but this the House had refused, and had constituted the Committee under several restrictions, which were soon after discovered to be directly contrary to the due course of Justice. This, it was conceived, would operate as a complete bar to Impeachment, as a civil and criminal Prosecution could not go on at the same time. But were there no instances of two Processes of that kind going forward together? In a case of common assault, might not a Man be indicted for that offence, in order to be made a public example, and at the same time be prosecuted by a Civil Action for the

recovery of damages. In the present case it was impossible the Country could consider the restitution of the money to be any thing like compensation, or atonement for the offence. Even were there a bar to Impeachment in existence, it ought to be removed. He descanted in this strain for a length of time, and made many severe remarks on the conduct of the Chancellor of the Exchequer, whom he accused of screening his Lordship from the censure of the Address which might have been voted to His Majesty, to strike him from the List of Privy Council, by stating that he had it in Command from the King to inform the House, that His Majesty had resolved to strike out Lord Melville's name on the next Meeting of the Council. On that occasion Mr. Pitt had been compelled to give such an intimation as he was afraid of being out-voted by a great majority. From the Report of the Select Committee, much new matter had come out: indeed in his mind it was of so serious a nature, that the House would feel impossible to resist the Motion for an Impeachment, with which he meant to conclude; "For," says he, "without receiving satisfactory evidence to the contrary, I hesitate not to charge it upon Viscount Melville, that the Sum of 10,000*l*. was converted to his private use, and also the 20,000*l*. the disposition of which was never explained. It is in vain for him to repeat assertions, that he acted from the purest motives; or to indulge the delusive idea, that his memory will descend to posterity without a blot, unless he comes forward to trial, and after a full investigation, purges himself from every suspicion which now attaches itself to these transactions." He then recapitulated the charges contained in the Report and its Appendix, and contended that Lord Melville ought to have prayed the House to hear him in his defence on the first publication of the Tenth Report. At length he concluded by moving, "that it was the opinion of the House, that Lord Melville has been guilty of several high crimes and misdemeanors, and ought to be Impeached for the same."

Mr. Bond thought that an Amendment to the Motion would be proper, as the House seemed embarrassed at the present method of proceeding. He thought the censure of the House, &c. already passed, was a grievous punishment; but still that there was ground sufficient for a different proceeding. He took a view of the charges imputed to Lord Melville, and declared he had no doubt of his criminality; but he suggested as an Amendment, "that the Attorney General be directed to commence a Criminal Prosecution against Lord Melville, founded on the offences laid down in the Report, and that he be directed to stay the proceedings in the Civil Suit already instituted."

The Master of the Rolls spoke in favour of a Criminal Prosecution rather than the mode proposed; but contended that his Lordship had already been sufficiently punished: and the only new point brought to light by the Select Committee was, that his Lordship had signed a release which had been sent to him by Mr. Trotter, containing a Clause for the destruction of Vouchers, while it did not appear that he was aware of this Clause. His crime was therefore nominal. As to his having participated in the gains of Trotter, this was merely suspicion, and he did not see how any Jury could be justified in drawing such a conclusion. In short, after what he had suffered, were he to go to a new trial, it would be an event unexampled in the pages of history.

Mr. H. Browns agreed with the last Speaker, as he thought that no new matter had been disclosed by the Select Committee; but if any further means were to be adopted, he thought that Impeachment would be more becoming the dignity of the House.

Messrs. Alexander and Cartwright spoke strongly in favour of Lord Melville, and against the Motion.

Earl Temple, Lord H. Petty, the Hon. J. S. Cocks, and Mr. Pytches, made many severe animadversions on his conduct, and contended for the Impeachment.—At three o'clock the debate was adjourned.

JUNE 12. The Sail Cloth Bill was read a third time and passed.

LORD MELVILLE.

The Order of the Day being resumed on the Motion for the Impeachment of Lord Melville,

Mr. *Lycester* entered upon a defence of Mr. *Wilson*, (the Gentleman who acted under Mr. *Trotter*, and whom Mr. *Canning* refused to dismiss,) and contended that it was both candid and honourable to maintain him in his situation. With respect to Lord *Melville*, he had no scruple in saying, that if this was a Motion against him for the first time, on all the facts he should not give it a negative, because it would be founded on charges to which no satisfactory answer had been given. Alluding to the Resolutions of the 8th April, he declared he could find nothing in the Tenth Report that justified them in stating that his Lordship had drawn money from the Bank for the purposes of private emolument; and therefore the proceedings had been premature. He even differed from Mr. *Bond*, with respect to the Criminal Prosecution; for a Civil Action having been commenced, he thought it unjust to attempt greater severity. He, however, admitted that the account of Lord *Melville*, of the 10,000*l.* and the half of the 23,000*l.* was unsatisfactory, but it appeared that they had been repaid without interest, and there was no proof that the public had lost a Shilling by any transaction in which he had been concerned. As to the release, although there were some suspicious circumstances attending it, he confessed he should have executed it, without considering the Clause in it as extraordinary. He considered what had happened as sufficient to deter any Person from a similar Offence; and the Man who was not affected by the disgrace which had fallen on his Lordship, would not be deterred by any thing.

Mr. *Wilberforce* dissented from the opinion of Mr. *Lycester*, and was convinced it was necessary to adopt some further measure. Those principles the Noble Lord laid down to justify his conduct, appeared to him infinitely more injurious than the particular Acts that called upon him for his defence; and so far from any thing that fell from him tending to justify his conduct, or to prove that the House had been wrong in any of the steps adopted with respect to him, it had a direct contrary effect on his mind; inasmuch, that he conceived it unnecessary to argue that the Act of Parliament was violated, particularly as Lord *Melville* received 2000*l.* a year for the express purpose that no private use should be made of the public money. There was an inconsistency between his Speech and his former statement; and the only part which appeared to him satisfactory, was his reason for keeping the Treasurership of the Navy, viz. that he had the Ministry of the Affairs of India, in which he (Mr. *Wilberforce*) thought his conduct highly meritorious. He had heard a Person who was Governor-General of India say, that during the whole time he was in power, Lord *Melville* never desired him to take a single step that was in the slightest degree painful to his feelings. In his Lordship's defence Mr. *Wilberforce* confessed he was most struck with his remark about the 10,000*l.*, and respecting which he stated he would give no account to the House, or to any other Person. Such a declaration as this would be astonishing, coming from any Man; but from a Man of Lord *Melville*'s knowledge of this Country, its Laws, its Criminal Proceedings—one in the habit of making defences for other people—that such a Man should set up such a defence for himself, was so astonishing and extraordinary, that nothing but guilt itself could have suggested it!—What is it, says he, but to lay down a principle, which, if the House was to adopt, would put an end to the British Constitution?—What is it but to say, I will be greater than the Law (*great agitation.*) I will be above the Constitution?—In short, it is a libel on the Constitution to suppose such a thing will be suffered:—it would open a door to prodigality and corruption: and if it had occurred in the time of Charles II, that profligate Monarch would only have had to say to his Minister, that he had spent 40,000*l.*—wanted more—and did not choose to give any account of it. He admitted that his Lordship had sustained a severe punishment; but he could not conceive that, by presenting the Resolutions to the Throne, the House was prevented from pursuing further steps. "The main question to ask, (said Mr. *Wilberforce*;) is, Whether, on the whole, this Motion having been brought forward, the punishment Lord *Melville* has received is sufficient; and whether we can, without violating our duty, vote against the Motion? We have traced a large sum of money into the hands of Lord *Melville*, and he ought to explain what he has done with it. If he does not explain, the House ought to call on the justice of the Nation to punish him."

Lord Castlereagh ardently entreated the House to adopt the Civil Process. He reminded them that Mr. Fox had distinctly stated, that he would be satisfied if Lord Melville were dismissed from His Majesty's Councils for ever. With what kind of consistency, therefore, could those Gentlemen who acceded to the Civil Process, now abandon that course, and institute a Criminal Proceeding? When the Civil Process was recommended, the amount of the sum supposed to have been disappropriated was 60,000*l.*; now, however, that sum was reduced to 20,000*l.* He traced the conduct of Lord Melville with regard to Mr. Trotter, and inferred, that if he had intended to accumulate a fortune, he would have established a bank of his own, and not have admitted Trotter to make a loan for him of 20,000*l.* Although he acknowledged that Lord Melville was unfortunate, yet he did not see any thing at present at all new, to justify the House in its departure from the Resolution at first adopted. The object indeed seemed to be to punish him piece-meal, a method foreign to the Constitution, and repugnant to the feelings of the People.

Mr. Grey contended, that as the Civil Suit had been forced upon the House at the very time when the Criminal method of proceeding was proposed, it could not be alledged to have been sought for by those who supported the former Motion against his Lordship; but the present method was perfectly regular:—it was clear that a breach of the Act of Parliament had been proved, and that his Lordship had corrupt purposes in view. He wished the House to advert to the nature of the balances remaining in the hands of Trotter. The Act was passed in 1785, and was to take effect in the month of July, same year; Lord Melville, however, thought it expedient to suspend its operation till July 1786, and in the mean time contrived to accumulate the balances from about 104,000*l.*, when at the corresponding period in the preceding year there was only a balance of about 600*l.* remaining in the hands of Lord Bayning. On these balances there was proof of actual profit having been made and paid to Lord Melville. Here Mr. Grey entered into a detail of the various payments made upon the accounts he had alluded to, which he stated as amounting in all to about 722*l.* After a review of various other points connected with the conduct of Lord Melville, he concluded with observing, that on the whole, there was such a mass of evidence contained in the two Reports, that he could not doubt that such a complete case of participation had been made out against Lord Melville as would justify their instituting a Criminal Impeachment.

Mr. R. S. Dundas thought it but justice to the House to remind them how much the conduct of his noble relative had been misrepresented. At the general meetings the most absurd falsehoods were propagated; and at one of them it had been asserted by a person high in rank, that the peculations of Lord Melville and Mr. Trotter were the original cause of the various loans and numerous taxes imposed upon the people. He proceeded to argue that Lord Melville would have afforded every satisfaction to the Commissioners, had he been permitted to have documents.

Mr. Canning made an animated speech against the Motion, in which he declared that Lord Melville had received much less justice in his examinations than a Criminal would have received at the Old Bailey.

Messrs. Bathurst and Vansittart spoke in favour of the amendment; and on a division, there appeared for the Amendment 238, against it 229.—Majority for the Criminal Prosecution, and against the Impeachment, 9.—Adjourned.

24. Mr. Leicester, in consequence of the Motion of Mr. Bond which stood for to-morrow, relative to the exclusion of the transaction respecting Mr. Jellicoe from the proceedings against Lord Melville, ordered by the House to be carried on by the Attorney-General, gave notice, that he should to-morrow move, that an Impeachment against his Lordship be instituted instead of the Criminal Prosecution formerly ordered.

25. Mr. Leicester, after some observations from Mr. Bond, observed, "That the object of his Motion of which he gave notice yesterday, was, that the House should proceed by Impeachment against Henry Lord Viscount Melville, for the several offences charged in the Tenth Report, and that the Attorney-

General should be directed to stay the Proceedings directed by the House on the 13th of June."

Mr. Bond concluded his Reply, by observing, "That the House were to determine, whether they would alter a decision made in one of the fullest meetings ever known, and that too upon a notice only given twenty-four hours before the Motion."

Mr. Fox made a most able speech on this occasion, which we are unable to insert. He remarked, that there were now about a hundred and one members fewer than on the former division. It appeared as if the Honourable Gentlemen on the other side were fighting the cause of Lord Melville inch by inch; and he was at a loss to determine whether such a conduct proceeded from favour toward Lord Melville, or a Party triumph of a political kind; in order, at all events, to screen his Lordship from that degree of punishment which the House seemed disposed to inflict. He should only say, that the decision given on a former occasion was one of the most solemn he had ever witnessed. Mr. Fox concluded, by moving "That the other orders of the day be now read," that the matter might either be entirely dropped, or that they might have time to come to a deliberate decision by a call of the House being made.

After other Members had delivered their opinions, the House divided on Mr. Fox's Motion, Ayes 143, Noes 166.—Majority 23.

Mr. Fox, in the interval, when strangers were excluded, moved for a Call of the House, but the Motion was negatived.

The Motion for an Impeachment was next put and negatived.

27. Lord Glenberrie brought up the Report of the Secret Committee appointed to consider of the Secret Matters contained in the *Eleventh Report*. The Report stated, that the Committee had taken into consideration the sum of 100,000*l.* advanced for Naval Services. The Committee, after taking into consideration the subject referred to them, and after having perused Papers, Letters, and Documents, had resolved, that the Sum of 100,000*l.* was advanced with propriety out of the money granted for Naval Purposes; and that the application of 95,000*l.* of the said sum was for the credit and glory of the Country, and issued with the sanction of the Lords of the Treasury, on just and proper grounds. The Committee also resolved, that the disclosure of the purposes for which the said Money was applied, then or now would be attended with great public inconvenience, and it would be a matter of regret if such should be disclosed; and the Committee, therefore, abstained from disclosing the particular circumstances attending the application of the said Sum.

Naval Courts Martial.

PORTSMOUTH, 25TH APRIL, 1805.

A COURT Martial assembled on board His Majesty's Ship *Gladiator*, in Portsmouth Harbour, on the 25th of April, 1805, and continued by adjournment.

Members of the Court:

George Montagu, Esq. Admiral of the Blue, and Commander in Chief of His Majesty's Ships and Vessels at Portsmouth and Spithead, President.

Vice-Ad. Sir E. Gower, Kt.
Capt. G. Losack
— C. J. M. Mansfield
— J. Irwin
— C. Adam
— E. D. King

Rear-Ad. Sir L. Coffin, Bt.
Capt. G. Duff
— W. Shield
— G. E. Hamond
— J. A. Ommanney
— D. Woodriff

M. Greetham, Esq. Judge Advocate of the Fleet.

Pursuant to an Order from the Right Honourable the Lords Commissioners of the Admiralty, dated the 22d day of April ult., and directed to the President, setting forth that he had transmitted to their Lordships a Letter, which he had received from Captain J. A. Wood, dated the 19th ultimo, representing his

having been oppressively removed from the Command of His Majesty's Ship *Acasta*, by Vice-Admiral Sir J. T. Duckworth, K. B., then Commander in Chief of His Majesty's Ships and Vessels at Jamaica; and that the said Vice-Admiral had, in the most shameful and scandalous manner, loaded, received on board, and suffered to be received on board His Majesty's Ship *Acasta*, an immense quantity of goods and merchandise, other than for the use of the Ship, in defiance, and contrary to the true intent and meaning of the 18th Article of War; and requesting, as such proceedings were contrary and highly injurious to His Majesty's Service, oppressive to individuals, and unworthy the character of an Officer, that the said Vice-Admiral may be tried by a Court Martial for the Offences therein set forth, and that their Lordships thought fit that Capt. Wood's request should be complied with; the Court proceeded to try the said Sir J. T. Duckworth, K. B., Vice-Admiral of the Blue, for the Offences with which he is charged by Capt. Wood, in his Letter above mentioned. And having heard the evidence produced in support of the charges, and by the said Vice-Admiral in his defence, and what he had to alledge in support thereof, and having maturely and deliberately weighed and considered the whole, the Court is of opinion, that the charges have not been proved against the said Vice-Admiral Sir J. T. Duckworth, K. B.; but that they are gross, scandalous, malicious, shameful, and highly subversive of the discipline and good government of His Majesty's Service, and doth adjudge him to be most fully and honourably acquitted of all and every part thereof; and the said Vice-Admiral Sir J. T. Duckworth, K. B., is hereby most fully and honourably acquitted of all and every part thereof as aforesaid accordingly.

The President, in returning the Sword to Admiral Duckworth, addressed him in the following manner:—

"SIR—I take great pleasure in returning you this Sword, which you have so often and so honourably drawn in the defence of your Country: and I am desired by the Court to say, that it is their UNANIMOUS wish that our gracious Sovereign may be pleased soon again to call you forth to draw it once more in the defence of your King and Country."

Sir J. T. Duckworth and a large party of Friends dined afterwards with Commissioner Sir C. Saxton.

JUNE 3.—This day a Court Martial was held on board the *Gladiator*, by adjournment from Saturday, on Lieutenant Whelley, of the *Brilliant*, for having, during the time he had charge of the Spanish Ship *Aurora*, been guilty of great neglect of Duty, disobedience of Orders, and frequent Drunkenness; and also for having disposed of the six-oared Cutter, in exchange for a Boat, with a Person on Shore. The Court was cleared, and agreed, that the charges of neglect of Duty, disobedience of Orders, and having disposed of the six-oared Cutter belonging to the *Brilliant*, had not been proved; and did adjudge him to be acquitted thereof: but that the charge of almost constant Drunkenness had been in part proved; and did adjudge him to be dismissed from his Office of a Lieutenant of the *Brilliant*, and to be put at the bottom of the List of Lieutenants of the Royal Navy.—Capt. L. O. HARDY, President.

Promotions and Appointments.

Captain Vincent, who had the Command of the *Arrow Sloop*, which was captured in the Mediterranean, after a long resistance, by two French Frigates, has returned from his imprisonment by the Spaniards, and is promoted to the rank of Post Captain.

Mr. Hullier, Purser of the *Temeraire*, is appointed to the *Ville de Paris*, vice Mr. Sedgwick, superannuated; Mr. Ballinghall, of the *Impregnable*, to the *Temeraire*; Mr. Goddard, of the *Namur*, to the *Impregnable*.

Captain Bligh is appointed Governor of Ceylon, and kissed hands at the Levee, June 27.

Sir Home Popham will resume his public services on board His Majesty's Ship *Diadem*.

Schiedam (Holland), July 7. We hear that Vice-Admiral de Winter has been appointed Commander in Chief of the Texel Expedition, with permission to hoist his Flag on board whatever Ship he may choose.

Captain Elliot is appointed to the Command of the *Aurora Frigate*, at Portsmouth. Captain Sir Richard Strachan is appointed to the *Cæsar*; Captain Curtis (Son of Admiral Sir Roger Curtis), to the *Rose*, a new Sloop; Captain Jones, to the

Dauntless; Captain Kerr, to the *Combatant*; Captain Epworth, to be Regulating Officer at Poole, vice *Mabroff*; Captain Davey, to the *Alkmaar* Store-ship; Captain Brodie, to the *Diligence*.

The Hon. Admiral Cornwallis hoisted his Flag the first of July on board the *Ville de Paris*, at Plymouth. Vice-Admiral Nugent, Captain of the Channel Fleet, is also arrived there. Lord Gardner resumes his Command at Cork.

Captain Whitby, of *la Desirée*, has taken the Command of the *Centaur*, on the Jamaica Station; Captain Maxwell, the *Galatea*; and Captain Heathcote is arrived in the Command of *la Desirée*. Captain Fellows is appointed to the *Apollo*, a new Frigate at Portsmouth. Lieutenant Harris is also appointed to her.

Admiral Wolsely is appointed to command the Sea Fencibles in Ireland, in the room of Admiral Whitshed.

Lieutenant Louis (Son of Admiral Louis) is promoted to be a Commander, and appointed to the *Bittern*, vice Corbet promoted, and appointed to the *Sea Horse*, vice Hon. C. Boyle, appointed to the *Amphitrite*. Lieutenant Knight (Son of Admiral Knight) is promoted and appointed to the *Childers*, vice Sir W. Bolton, promoted, and appointed to the *Guerner*. Captain Bettessworth, of the *Carieux*, who brought home the Dispatches from Lord Nelson, is promoted to be a Post Captain. Captain Cochet is appointed Principal Agent for Transports in the Mediterranean.

T. C. Colridge, Esq., a gentleman well known in the literary world, is appointed Secretary to his Excellency Sir Alexander Ball, at Malta.

Rear-Admiral Sir Richard Buckerton has taken the Command in the Mediterranean, with five Sail of the Line.

Lord Amelius Beauclerc is appointed to the *Saturn*; and Captain Pater to the *Bellona*. Captain G. Middleton is appointed Commissioner of the Navy, at Gibraltar, in the room of Commissioner Otway, who is removed to Malta. Captain J. W. Loring is appointed to the *Thames*. Captain C. Foote, to the *Salsetti* Frigate, in the East Indies. Mr. Johnson, Secretary to Rear-Admiral Sir Isaac Cotton, is appointed Purser of the *Valiant*, of 74 guns, at Deptford. Mr. Salter, of the Secretary (Admiral Montagu)'s office, is appointed Purser of the *Pearl*.

Captain Digby is appointed to the *Africa*; Captain Gage, to the *Thetis*; Capt. Winthrop, to the *Sybil* Frigate; Captain Tidy, to the *Diligence*; Lieutenant Lake, of the *Locust* Gun-vessel, is promoted to be a Commander, and appointed to the *Childers* Sloop. Mr. Collier is appointed Purser of the *Victorious* of 74 guns. Captain Bennet has resumed the Command of the *Tribune* Frigate.

BIRTH.

Lately, at Deal, the Lady of Captain R. W. Otway, of the Navy, of a Daughter.

MARRIAGES.

Some time since, Francis Mason, Esq. Captain of the *Rattler* Sloop, to the Hon. Mrs. Hood, Daughter of Colonel Hood of Cashington, and Grand-daughter of Lord Viscount Hood.

June 28th, by Special License, Capt. R. D. Oliver, of the *Melpomene* Frigate, to Miss Stacey, Daughter of Sir Charles Saxton, Bart. Commissioner of His Majesty's Navy.

John A. Case, Vincent, who, in His Majesty's Ship *Arrow*, so gallantly defended the valuable Malta Convoy against two French Frigates, to Miss Norman, of the County of Lincoln.

OBITUARY.

At H&K aged 50, Lieutenant John S. . . of the Royal Navy.

At North Yarmouth, Capt. Mitchell, Commander of the *Inspector* Sloop.

June 18th, at Marseilles, Greenwich, in the 80th year of his Age, R. Brathwaite, Esq. Admiral of the White. This gentleman entered the Naval Service in the year 1748, under the patronage of Sir C. Ogle, his cousin, who was then Commander in Chief on the Jamaica Station. Mr. Brathwaite was appointed a Lieutenant on the 1st of May 1750, at the special recommendation of Sir Edward Boscawen, and on the 25th of November, 1750, was made a Commander; and on the 6th of April, 1751, was promoted to the rank of Post Captain, and the *Shannon* Frigate. On the 21st of September, 1751, Captain Brathwaite was promoted to the rank of Rear-Admiral of the White Squadron, on the 1st of February, 1752, to be Vice of the Blue, and in 1754, to be rank of Admiral of the Blue.

At Marseilles, Lieutenant J. . . of the Navy, died at . . .

Lloyd's Marine List

OF

SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.

FROM JANUARY 4, TO FEBRUARY 8, 1805.

THE Centurion, Chapman, from Dantrig to London, was taken by a Privateer 20th Nov. off Flambro' Head; (which it is reported has taken seven other Vessels belonging to the same Fleet, which sailed from Kingston 17th November, under Command of the Charles armed Ship.) Crew carried into Dunkirk.

The Speculation, Lerberg, from Oddawalla to Liverpool, foundered off the South Foreland 21st December. Crew saved.

Paris, 19th Dec.—“The General Perignon Privateer, of St. Malo's, has taken and sent into Port the Aurora, with coals, and the Courier, with sail-cloth and provisions.”

The Infanta, Spanish Packet, of 16 guns and 125 Men, from the Havana, is detained by the Diamond Frigate, and arrived at Plymouth.

The Danish Brig Henrietta, Muller, from Montevideo; and the Spanish Ship of M. S. de Dulor, Goite, from Vera Cruz, are detained and sent into Plymouth; the former by the Endymion, and the latter by the Naiaid Frigate.

The Columbus, Basset, from Newfoundland, has been seized at Valencia, and both Ship and Cargo ordered to be sold.

The Pansy, Evans, from Carnarvon to London, was wrecked on Shore 19th December, near St. Ives.

The Macedonia, Humphreys, from Carnarvon to London, is totally lost near Kiekie.

The Nabby, Crandell, from Liverpool to Boston, is said to be lost near Bantey Bay.

The Heary, Whately, from Liverpool to London, struck on a rock at Scilly, and is full of water.

The Indefatigable, Lobben, from Boreway to Blideford, is on shore on Blideford Bar, but expected to be got off.

The Benjamin and Elizabeth, Gibby, from Jamaica to London, taken by a French Privateer, was carried into St. Martin's 17th Oct.

The General Smith, Stiles, from Matavia, is lost near the Cape of Virginia.

The Maria, Spanish Ship, from the Havana, is detained by the Illustrious and Ajax Men of War, and arrived at Plymouth.

The Buena Vista Privateer, of 20 guns, is taken by the Cyane ship of War, and carried into Antigua.

The Thunderer Man of War, that was on shore in Bantey Bay, is got off.

The Flying Fish, armed Schooner, has been run down at sea by l'Aigle Frigate, which saved the Crew.

The Fredericka, Dorothen, Peters, from Bourdeaux to London, foundered at sea. Crew saved and arrived at Plymouth in l'Aigle Frigate.

The Mercury, Speck, from Martinique to New York, is carried into Antigua and condemned.

The Brig Phoenix, from Portsmouth (A.) to Barbice, has been taken, retaken, and carried into Jamaica.

The Cybele, Smitham, that was driven on shore at Cardiff, is got off with damage, and gone to Chepstow to repair.

The Catherine, Hayward, from New Orleans to Liverpool, is lost in it's Gulf of Mexico.

The Providence, Burnett, from the Havana to Spain, sank 20th Oct. off Bermuda. Crew saved.

The Andromache, from New York to Jamaica, has been taken, retaken, and carried into Jamaica.

The Polly, Bigland, from Rhode Isd to Jamaica, was taken 15th July, and carried into Port-Rica.

The Neptune, Greenwell, from Jamaica to Baltimore, is lost on the Cumeyne. Crew saved.

The Adventure, Marshell, from Wilmington to Jamaica, was lost near the Bahamas, 7th September.

The Juno, Bunker, from Jamaica to Baltimore, was lost 6th September.

The John, Owen, from Liverpool to Kiekie, is stranded on Caribbee Bar.

The Anna Maria, ———, from St. Thomas to Honduras, has been taken by a Privateer, retaken by the Fuschille Frigate, and arrived at Jamaica 16th Nov.

The Hardy, (a Cargo), Brown, from Jamaica to Bourdeaux, is lost near the Havana. The Crew and Prisoners saved.

The Mercator, Hutchinson, from Limerick to London, was abandoned at sea 1st December.

The Mary Ann, Satter, from Swansea to Easter, is wrecked near Salcombe.

The Lucy, Lennon, for London, is condemned at St. Kitt's, after being on shore.

The William Pitt, late Abercrombie, is lost at St. Kitt's, after being on shore and got off, and is condemned.

The George, ———, from Liverpool to Calcutta, is totally lost near the Isle of Man. Only one person saved.

The Santa Gertrude, Spanish Frigate, of 40 guns, from Lima, having on board 1,500,000 dollars, and Merchandise, is captured by the Polyphemus Man of War and arrived at Plymouth.

Advises from Cadiz 6th December, state, that the Amphibite, Spanish Frigate, from Cadiz to Vera Cruz, is detained by the Dungeness Man of War, and sent into Gibraltar 5th Dec.—The Fuente Hermosa, from Lima, with 750,000 piastres, and a valuable Cargo, was detained 20th Nov. off Larca by an English Brig, and the Notre Dame du Bell Air, from Vera Cruz, is also detained by a Ship of the Line.

The Spanish Ship St. Andero, with 100,000 dollars, sugar, indigo, and cochineal, was taken 31st Dec. by the Lucy armed Lugger, and is arrived at Plymouth.

The West Indian, Richardson, from Jamaica to London; and the William, Hunt, from Honduras, captured by a Privateer, are carried into the Havana.

The Industry, Rehrman, from Labrador to Jersey, is captured. The Captain and Crew are arrived at Verdun.

The Paddy, ———, from Cardiff to London, has been taken near the Land's End; retaken by the Cockatrice Brig, and carried into Penzance.

The Atlantic, Tullock, from Newfoundland (with her Cargo) was seized at Cadiz on the 25th Nov.

The Louisa, Hanby, from Liverpool is lost on the Coast of Africa. Crew saved.

The Fly, Green, from London to Bridport, is on shore near Weymouth, and full of water.

The Two Brothers, Lells, from Lisbon to London, is stranded on Fairhead Rock, off Margate. Part of the fruit landed.

The San Miguel, alias El Felix, from Honduras to Cadiz, with 200,000 dollars, several boxes of gold and silver, and a valuable Cargo, was detained 7th December, by the Lively Privateer, and is arrived at Cork.

The Brig Apollo, laden with silver, tallow, and three chests of dollars, from River Plata, detained by the Fildard Frigate, was spoke with in lat. 31. 30. long. 16. 20. and being leaky, and having only seven people on board, intended making some Port to the N. W. of Ireland, but has since foundered. People saved.

The following Spanish Vessels are detained by the Majesty's Ship Polyphemus. On 28th Nov. the Ship Santa Christa, from Montevideo to Cadiz, with hides and copper. On the 6th Dec. the Snow St. Josef, from La Guayra to Cadiz, with cocons, indigo, cochineal and cotton. On the 5th the Edward from Vera Cruz to Cadiz, with cocons, indigo, cochineal, and 200,000 dollars.

The Spanish Ship Para Concepcion, from the Havana; the Mercury, ———, from Buenos Ayres; and St. Pedro, from Montevideo, are detained and sent into Plymouth.

The Nancy, Wilson, from Picton to Scotland, has been found at sea without any person on board, and towed into a Port near Wexford. It is supposed the Crew were washed overboard.

The Diana, Mowbray, from Liverpool to Africa, was captured by a French Privateer near the River Congo. The Crew arrived at Rio Janeiro.

The *Elizabeth*, Wulman, from Blyth to Tilbury, has been taken, retaken, and arrived at Dover.

The *Harriet*, Bremer, from Cadix to Amsterdam, is detained by the *Camilla* Frigate, and sent into Dartmouth.

The *Tilman*, Tazart, from Charleston to Europe, sailed on the 3d September inst, and has not since been heard of.

The *Neptune*, Hall, from London to Oporto, went on shore 22d December near Aveiro. Crew saved, and most of the cargo taken out; but it is not expected that the vessel will be got off.

The *Johanna*, Campbell, from Copenhagen to St. Croix, is lost on Lefloe.

The *Hambro* Packet, Baracoe, of Hull, from Riga, is lost on Gothland.

The *Thetis*, Allison, from Riga to Leith, is on shore near Aberdeen.

The *Minerva*, Smith, (late Carrick), from Wilmington to Liverpool, was lost 13th Jan. near Dominica; part of the cargo saved.

The *Norwich* Packet, Henderson, of Sunderland, is on shore near Flambro' head.

The *Mediator*, Hall, coal loaded, struck on an anchor in Shields Harbour, and sunk. Cargo discharging.

The *Edith*, Forster, from Lynn to Newcastle, foundered 5th Jan. Crew saved.

The *Earl of Liverpool*, Mullion, from Liverpool to Africa, was taken by a French Frigate of 36 guns, and is since lost on the Coast of Spain.

The *Expedition*, Belfrey, from Liverpool to Africa, was lost 12th Jan. off the Ile of Man, in a gale of Wind.

The *Royal Sovereign*, Graydon; *Perseverance*, Adamson; *Burton*, Medley, of Sunderland; and *Leancroft*, Gurnsey, of Yarmouth, were driven on shore near Shields 13th January. The *Royal Sovereign* and another have since gone to pieces. Crews saved.

The *Venerable* French *Luzig* Privateer, of 6 guns and 60 Men, was taken 18th Jan. by the *Greyhound* Frigate, after a chase of eleven hours, and is arrived at R. migate.

The Spanish ship *Santa Teresa*, from Montevideo, is detained by the *Ajax* Man of War, and sent into Plymouth.

The Spanish ship *St. Anna* Conformida, from Oronoko to Barcelona, is captured by the *Eudymion* Frigate, and sent into Plymouth.

The *Laurel*, Phillips, and the *Urania*, Mellings, arrived at Demerara from Africa, had a severe engagement off Surinam, in which Capt. Phillips and his chief Mate were killed, and the *Urania* so much damaged that it is feared she will be condemned.

The *Diligent*, Frethorn, from Liverpool, was lost in going into Bonny, 3d October.

The *Swift*, Munro, of North Shields, struck on a shoal near the Dugdon Light. Crew saved, and landed at Gilmsey.

The *Ulysses*, Gillies, from Charleston to the West Indies, is taken by the *Tyler* Privateer, and carried into Guadeloupe.

The British Brig *Jupiter*, Rowland, from Honduras to New York, was taken off Cape Antonio by a French Privateer.

The *Lechryan*, McEwen, of Belfast, is lost at Villa Franca, St. Michael's.

The *Active*, Ellis, from Dublin to London, is taken by a *Surciere* Privateer, and carried into Ant.

The *Charlton*, Izatt, from Pilau, is totally lost on Drago. Part of the cargo saved.

The *Manilla*, Judge, from Demerara to London, was taken 17th December by five Fishing Boats, and carried into Guadeloupe.

The *Mary*, Rockett, from Exeter, is on shore near Brighton. The cargo saved.

The *St. Rosa*, Fernandes, from the Havana to Bilbao, was lost near Wilmington, N. C. about the middle of November.

The Spanish ship *Agila* Cordova, of 300 tons burthen, from Cartagena, (South America), to Ferrol, laden with cotton, logwood, and a quantity of dollars, was taken 18th inst. by the *Malta*, Man of War, and is arrived at Plymouth.

The Spanish Ship, *Con*, of 400 tons, from the Havana to Cadiz, with cotton, sugar, &c., is detained by the *Tribuna* Frigate, and arrived at the Motherbank.

The *Ketoter*, Spanish Ship, from Camerax to Cadiz, is detained by the *Eudymion* Frigate, and sent into Plymouth.

The *Graff*, Bernhart, from Cadiz, is detained by the *Blamond* Frigate, and sent to Newry.

The *Ving* Privateer, armed with 3 frigates, 16 muskets, and 18 Men on board, is taken by the *Swan* Cutter, and arrived at Yarmouth; she had been out 8 days, and captured a *Collier*, which is retaken by the *Swan*.

The schooner *Lord Nelson*, Lieut. Harley, struck at the entrance of Dartmouth Harbour, 26th January, and sunk. People saved.

The *Phoebe*, Carpenter, from Dublin to London, is taken by a French Privateer, and carried into Largsmouth, near Brest.

The Brig *Industry*, of Whitby, from London to Bofos, is on shore near Berwick.

The *Union*, Spicer, from Southwold to London, with corn, was wrecked near Southwold, 19th January. Cargo landed.

The *Carl Ludwig*, Willem, from P. d'off to Venice, is stranded near Venice. Part of the cargo is expected to be saved.

The *Dispatch*, Barrett, from Yarmouth to Alton, is totally lost near Alwick.

A large three-masted vessel struck on some Rocks and is sunk near Howick, Northumberland. Crew supplied to be lost.

The *Venerable*, Angus, from Honduras to London, was lost in the Northern Triangle, 18 Oct.

The *Supply*, Long, from Little Hampton to Whitby, with timber, is on shore on the Mask Sand, on the Yorkshire Coast. Crew and cargo saved.

The *Mary*, Phillips, from Cork to London, is on shore off Falmouth. Part of the cargo landed.

The *Venus*, Davis, from Waterford, with malt, is on shore on the North Bull, Dublin. Cargo much damaged.

French papers state, that the *Expresse*, from Belfast to Bristol, is carried into Ausierne; that the Brig *Amory*, of Margate, laden with coals, is taken; and that a Ship of 400 tons, armed with 8 guns, and laden with timber, was carried into Calais, 13th Dec.

The *Fame* Privateer, of Plymouth, is lost at Gortefry. The *Weymouth* Frigate run foul of the *Royal George* Indiaman, at Portsmouth, in the afternoon of the 21st of Jan. carried away her own bowsprit, and did the Indiaman some damage.

The American Brig *Commerce*, Taylor, from the Havana to Rotterdam, is detained by the *Lady Warren* A. S. and arrived at Penzance.

The *Commerce*, Ekstein, from the South Sea to Liverpool, is lost on the Coast of Patagonia. Crew saved.

The *Commerce*, of Appleton, a Transport, from Plymouth to Limerick, was lost 27th December, in Galway Bay.

The *Minerva*, Oxley, from Petersburg to Tinselt, detained at Hull some time since, is released and goes out of dock.

The *Jane*, Perkins, from Quebec to Liverpool, is wrecked in the Highlands of Scotland, and full of water.

The *Two Brothers*, Saint, of Sunderland, was lost 25th Jan. near Scarborough.

The *Liberty*, of Shields, was driven out of Scarborough Pier 25th Jan. and lost near the Spar. Crew saved.

The *Providence*, Increase, Hippoly, of Sunderland, was driven on shore 20th Jan. off Falmouth Head.

The *Hope*, Wadon, from New York to Saranac la Mer, was taken 13d Nov. by a French Privateer.

The *Friendship*, Timms, from London to Tonsington, put into Cuxhaven, and has been seized by the French.

The *Diligence*, Carter, from Weymouth to London, was taken 22d November, and carried into Calais.

The *Two*, Gebroeders, Hendricks, from London to Tonsington, put into Harlingen by force of weather, where the cargo is landed and seized by the French.

The *Doris* Frigate is lost on the Coast of France. Crew saved.

The *Patriot*, Bloomrecht, from Dantzic to London, failed from thence the 3d August inst, and has not since been heard of.

The *Onderaemling* Blot; *Jong* Pieter, Klaak; *Jong* Elizabeth, Vink; *Vriendschap*, Owenshand, and the *Vro* Lollena, Oelfon, are arrived at Rotterdam, and both ships and cargoes confiscated by the French.

The *Lord Nelson*, McGilchrist, from St. Thomas's, (arrived at Liverpool), failed the 26th December, with the *Harmony*, for Charleston, and the *Nymph*, for Liverpool; on the following day fell in with a Privateer of 20 guns, which captured the *Nymph*, and striketh the *Lord Nelson*, who beat the Privateer off after an Action of one hour and a half.

The *Earl of Abergavenny*, Wardsworth, from London to Brest and China, struck on the Shambles, near Weymouth, on Tuesday, and is sunk in about twelve fathoms Water. The Captain, First Mate, and about 200 People, drowned.

The *Minerva*, Ward, of Salem, is condemned at the Isles of France, being unfit for Sea.

The *St. Anna*, Derzhova, from Nantes to St. Andro; the *Magdalena*, from Seville to Embode; and the *Friendship*, from Mamel to St. Andro, are detained and sent into Plymouth.

[To be continued.]





HON.^{BLE} RICHARD



WALPOLE

BIOGRAPHICAL MEMOIR OF THE LATE
HONOURABLE CAPTAIN RICHARD WALPOLE,
COMMANDER OF THE HOUGHTON EAST INDIAMAN.

“THE CROWNING CITY! WHOSE MERCHANTS ARE PRINCES, AND WHOSE
TRAFFICKERS ARE THE HONOURABLE OF THE EARTH.”

THE indefatigable Biographer of the Walpole Family, Mr. Coxe, has inadvertently omitted to notice the gallantry of this British Officer, amidst the splendid archives of his Family. As our Chronicle was purposely established to assist the future Historian, and to supply the omissions of contemporary writers; we have availed ourselves of that affability which so much belongs to Captain Walpole's Widow,*; and with the memoranda she has been pleased to communicate, shall hope to render a Character more known, whose amiable disposition cannot be better described, than in the words of Lord Clarendon—“He was compounded of all the Elements of Affability, and Courtesy, towards all kind of People.”

The change that has taken place in the Merchant Service, since the period we are about to Review, is well worthy of the attention both of the Statesman, and the Directors of its interests: for notwithstanding the abilities of some few Individuals in that line, the acquirements of Mr. Dalrymple, the ingenuity of Captain Burgess, the variety of observations by different Officers, which form the *Oriental Navigator*; the character of the East India Service has of late years been waning in the public estimation: it neither contains the rank, nor the talent, which it formerly possessed; and until the Squadron under Commodore Dance chastised the vaunting *Linois*†, and recalled the memory of former Heroes in the same department; our Countrymen were led to believe, and particularly the

* The Hon. Mrs. Richard Walpole, of Dover Street, Daughter of the late Sir Joshua Vanneck, Bart.

† So certain did *Linois* think himself of taking our Fleet, that he had, previous to the Engagement, made known his intentions respecting the Vessels he should destroy, and those he intended for separate Services.

younger Officers in the King's Service, that the Command of a Merchant Ship was a situation derogatory to the character of a British Seaman, who had no concern with what our envious Enemies have termed, *the Shopkeeping business* of the World.

The British Navy is of so much consequence to the preservation of this Country, and to the general welfare of civilized Society, and affords so powerful an obstacle against the pernicious sway of Military Despotism*; that it is devoutly to be wished, no divisions, or jealousies, or disparagement, should exist throughout the whole of this honourable PROFESSION; and that in time the *Bulk-heads*, if we may use the expression, will be removed, which at present divide and sub-divide it into a variety of Service. It should embrace every employment upon the Ocean, that requires defence; and instead of having the King's Service, and the East India Service, and the West India Service, and the Post Office Service, and the Coasting Service; should unite the whole, under what it really is, **THE SERVICE OF THE KING**. An extensive and regular gradation would thus be made from the Collieries of Newcastle, whence our ablest Seamen are taken, and from whence that ever to be lamented Navigator Cook arose, through all the Mercantile Department which the illustrious House of MEDICIS so greatly respected; to the Stations that have been filled by a Rodney, an Howe, and a Duncan. We should not then have so many deserving Officers wretched, and even poor for want of employment; and as the scale of employment would be more extended, the skill and information in His Majesty's Service would be proportionably augmented.

* This idea has not been sufficiently considered. — In the Conquest of Carthage, says a late Writer, Romans have only beheld the subjugation of a weak Republic overwhelmed by its own Factious, and the Arms of Rome; whereas, in truth, the conquest of this Metropolis of Africa afforded the whole system of empire throughout the World. The Triumph of Rome was the Triumph of the Senate over the more and more beneficent reign of Commercial Power. When Carthage fell, the Naval and Maritime Commerce was but confined to Rome, and the Maritime Kingdoms of Rome came forward to supply the place of the Maritime Kingdom of Africa. Carthage, then, was the centre of the empire of the ancient Country. *Illustrations*, Sec. page 122.

Captain Walpole was Brother to the present Lord Walpole, and third Son of the Brother of Sir Robert Walpole, Horatio, who for his eminent diplomatic Services, was raised to the Peerage by the Title of Baron Walpole, of Wolverton, on the first of June, 1756; and had previously married, in 1720, Mary Magdalen, Daughter and Co-heiress of Peter Lombard, Esq., of Burnham Thorpe, in the County of Norfolk. Memoirs of this Nobleman, selected from his Correspondence and Papers, and connected with the History of the Times, from 1678 to 1757, have been published by Mr. Coxe; forming one of the most interesting Volumes that has of late years appeared. Mr. Walpole, the Father, was born at Houghton, in Norfolk, on the 8th of December, 1678; and having received his education in the Foundation at Eton, was in 1698 admitted a Scholar of King's College, Cambridge. During his political Career Mr. Walpole had some experience of the perils of a Seaman's life, in December, 1736, whilst attending His Majesty George the Second, on his return from Hanover. The King, who had been detained at Helvoetsluys by contrary Winds, at length became impatient to leave so wretched a place, and accordingly ordered Sir Charles Wager to put to Sea; which the Admiral declining, on account of an approaching Storm, his Majesty replied, *I have never seen a Storm!* and repeated his Commands in so peremptory a manner, that Sir Charles was obliged to obey. The King embarked on board the Royal Yacht, and sailed under Convoy of several Men of War. They had scarcely got out to Sea before a Storm arose, which dispersed the Ships; several were driven on the Coast of England, the *Louisa* was wrecked, and it was supposed the Yacht could not weather the Storm. So great was the alarm, that the Cabinet Council met at the Duke of Devonshire's, Steward of the Household, and preparation was made to issue the Proclamation for the Accession of the Prince of Wales.

“ On Sunday morning, the Queen being at St. James's Chapel, a Messenger brought a letter announcing the safe arrival of the King at Helvoetsluys. Lord Lifford, who had just returned from walking in the garden, met the Messenger,

took the Packet, went into the Church, and delivered it to the Queen, saying, *Here is News from the King!* all present were filled with apprehension; the Queen was alarmed, and her hand shook so much that she could not open the Letter. The Duke of Grafton broke the seal, and immediately declared that the King was safe.*

In perusing these interesting Memoirs of Captain Walpole's Father, the Reader will be amazed to find how much the Politics of that period resembled, in some degree, the present. "As to the Invasion," says Mr. Walpole†, "I make no doubt of its being attempted after Cardinal Fleury's death, when the old maxims of France should revive; especially if Tencin should have the principal credit in the French Councils. I looked upon such an attempt as part of the general scheme of operations, and connected with their Enterprises on the Continent. They began it early, hoping that we should not have got together a sufficient Fleet to oppose to their Brest Squadron, nor a sufficient number of regular Troops time enough to resist the body which they should be able to land."....."I‡ cannot forbear one word more in behalf of my old friends the DUTCH. I do not think, as a Nation, that their old Spirit, and their old Politics, are wanting; but they are exhausted, and have no executive Power: they are like a Ship, with a good number of Men on board, but wants Guns, Ammunition, and Steerage."

But if the Father of Captain Walpole was justly celebrated as a Statesman, his Uncle, Galfridus Walpole, a Captain in the Royal Navy, and Treasurer of Greenwich Hospital, was also deservedly esteemed for his meritorious Services. He entered very early into the Profession, and on the 17th of October, 1706, was appointed to command the Feversham. During the year 1709 he succeeded to the Lion, of 60 guns, and being ordered to the Mediterranean, remarkably distinguished himself March 26, 1711, in an Action|| with four French Ships of War, each of them mounting 60 guns. The Nassau, and Exeter, and

* Core's Memoirs of Horatio Lord Walpole, page 197.

† Ibid. page 260 (1744).

‡ Ibid. (1745), page 285.

|| Burchett's Naval History, pages 774, 797.

afterwards the Dartmouth, and Winchelsea, were detached by Sir John Norris, to assist the Lion; but the Action had nearly terminated before they could get up. Captain Walpole lost his right arm by a cannon ball: and what is singular, the Sword of this Officer, given, when young, to the present Lord Nelson, was in his hand when he also lost his right arm on the 15th of July, 1797, in a daring Attack on the Town of Santa Cruz, in the Island of Teneriffe.—Captain Galfridus Walpole was returned Member for the Borough of Lestwithiel, soon after the Accession of George the First; was appointed to the Peregrine Yacht; and on the eighth of April, 1721, was nominated Joint Postmaster-General, and Commissioner for the regulation of the Post Office. He died August the seventh, 1726. An Engraving of his Portrait, and a fac-simile of his left handed writing enrich Mr. Coxe's Memoirs.

There was also another Naval Officer, though of a more recent date, of the name of Walpole, distantly related to the Subject of our present Memoir, whom we cannot pass by on this occasion. This gallant Officer was the Son of Robert Walpole, Esq., who was in the commission of the Peace for Westmeath in Ireland, and died of the wounds he received, on the 20th of June, 1803, in an Engagement in the East Indies against the French, whilst Lieutenant of the Gibraltar. This young Gentleman, from the accounts of Sir Richard Bickerton, Bart., and Admiral Parker, of the Fortitude, under whom he fought against the Dutch at the Dogger Bank, promised to add fresh lustre to the name of Walpole.

The Honourable Captain Richard Walpole, the Subject of our present Memoir, was born in 1729, and was brought up, like Lord Nelson, at the High School at Norwich, under the immediate eye of a Parent, who "was particularly careful in superintending the education of his Children;" and who, as Mr. Coxe adds, "was sincere in his belief of Christianity, and zealous and constant in performing the duties of his Religion: a tender Husband, an affectionate Father, a zealous Friend, and a good Master."* It is to be lamented, that a Youth thus

* Memoirs, pages 287, 288.

descended, and thus educated, and who possessed that gallantry and enterprise, afterwards so conspicuous, should not have had his name enrolled among the more immediate Servants of his Sovereign. The very Portrait of his gallant Uncle would have seemed to claim the Services of his Nephew; and the house in which this Portrait was suspended, was sufficient to have called forth the gay hope of a young mind respecting a glorious Career in the King's Service; it having been rebuilt under the direction of Ripley, who had been employed on the National Edifice of THE ADMIRALTY.

Ambition, however, seems to have subsided in the mind of the Father, when his Son began his Career in life, and to have been succeeded by a love of tranquillity and independence. In a Letter, dated May 29, 1745, he thus expresses himself: "Retired from the Noise and Nonsense of a Public Station, no Man, I thank God! can have more reason than I have to be satisfied with the *more solid* and innocent pleasures of a private life.... My rural Walks and Contemplations, amidst this mild, diversified, and engaging Scene, afford me constantly new sources of health and pleasure, and make me lament the noisy, anxious, and tumultuous hours spent amidst the broils of Faction, or vain attempts to serve an *ungrateful* Public.... Come my dear Friend, come and let us remember our Friends in a modest cup of smiling home-brewed ale, and forgive and forget our Enemies, and pray for the Peace and Liberties of Europe." Mr. Walpole was at this time too fond of Independence, and too much subdued by the cares and fatigues he had encountered; not to prefer, what at that time formed the lucrative and easy emoluments arising from Commercial Service, to the Spartan Discipline, and empty Coffers of the British Navy. He therefore sent his Son, who had abilities worthy of his name, as a Guinea Pig, in the year 1745, on board the Augusta East India Ship, commanded by the Honourable Augustus Townshend, second Son of Charles Lord Viscount Townshend, and Dorothy, the Sister of Robert, first Earl of Orford. Captain Townshend died in 1746, during the Voyage, at Batavia.

Mr. Walpole's next Voyage was in 1748-9, as fourth or fifth Officer, on board the Somerset, Captain Tolson, bound to Bengal: and his third Voyage was as Captain of the New Houghton, named after the splendid Seat of his Ancestors, to China direct, in the years 1752 and 1753. The following particulars are taken from the Journal of Captain Randall, of Norwich, who was then one of the Cadets*, and afterwards commanded the Chesterfield.

We sailed from Gravesend in November 1752, towards the Downs. The Pilot in charge ordered so much sail, that the Ship made way too fast for the Leads-men on each side to obtain Soundings, and a very thick fall of snow coming on, prevented us from seeing the Land-marks. About four o'clock in the evening, our Ship with all sails set, ran upon the Kentish Knock, over the Goodwin Sands. Our Ship forged on, and stuck fast†; yet although there was a great Sea running, she did not lift. The Pilot not knowing what Sand we were on, gave up his charge of the Ship in half an hour. But the snow providentially cleared, and enabled us to discern the Land-marks. We also saw a Margate Hoy coming off, on hearing our distress guns. We now started, and pumped out our water, and threw our head guns overboard, and lumber, to lighten the Ship forward. Struck the top-gallant-yards, and lowered the Long-boat from the skids; but owing to the great Sea, she

* The following Officers on board the Houghton, in this Voyage, were afterwards promoted in the King's Service:—

3d Officer. Philip Boteler, descended from an ancient Family in the County of Hertford, was appointed Lieutenant in His Majesty's Service, Feb. 23, 1756; and Commander, June 16, 1761. After being appointed to the Nottingham, Penzance, Shannon, Acteon, and Ajax, he received his Commission for the Ardent; and being deluded by the Enemy, who answered his private Signals, he was taken by the Combined Fleet off Plymouth in 1779.

Midshipman. William Locker, afterwards promoted to Post Rank in the Navy, and died Lieutenant-Governor of Greenwich Hospital.—*Vide* his Biographical Memoir, Naval Chronicle, Vol. V, page 97.

Midshipman. William Hunter. At present Lieutenant of Greenwich Hospital, James Case, of Lynn, who died Captain in the Royal Navy.

Gunner. William Haines, who died Captain in the Royal Navy.

† See Lieutenant Hunter's Biographical Memoir, Vol. XIII, page 10.

immediately ranged up against the sheet-anchor, and was stove. The Margate Hoy dared not venture alongside; she therefore came under our stern, told us what Sand we had struck, and that they had dropped an anchor to assist us in getting off. We at length got the cable's end on board; and the Hoy promised to stay by us.

“About eight o'clock the Wind changed to east, and the Swell abated. At ten, when it was high water, the Ship lifted a little. We then hove taught on the cable to the anchor astern, and set the fore-top-sail aback. In half an hour she lifted; and with some very hard knocks, backed off into deep water. We then shifted the Hoy's cable, and bore away for Portsmouth; but the Wind northing, we could not fetch it; so stood on for Plymouth, where we arrived in safety. Our Ship went into the King's Dock, and we found that nothing but her being a new Ship could have saved us from the Goodwin Graves: her main-beam and stern-post were sprung, and a great part of the false keel was off. We repaired her; proceeded on our Voyage to China, and arrived in England in June 1753: being eighteen months on our Voyage; and of our Crew, 109 Men, one only died, and two were drowned.

Captain Walpole's fourth, and last Voyage, enabled him, on closing his Career in the Commercial Service, to display the gallantry of a brave spirit, and to disgrace the unalterable and vaunting Enemies of his Country. The glory which he acquired on this memorable occasion, was shared with the Captains Wilson and Hutchinson, and will bear comparison with the splendid Achievements of the present age. Excepting Beatson*, who inserts a short letter from Captain Wilson, this Event is among the many that have been sadly neglected in our Naval Histories. We shall now give a continuation of Mr. Randall's Journal; and leave the letter, which we have received from Captain Wilson's Son, as a description of the Engraving which represents this memorable Action; delineated by Mr. Pocock, under three points of view.

* Naval and Military Memoirs, Vol. II, page 140.

" We sailed from the Downs in April, 1755, in company with the East India Ships Pelham, Streatham, Edgecoat, and Doddington, and all arrived safe at Bombay in November, except the Doddington, which sailing better than the rest, soon parted company, and on the 17th of July, at one o'clock in the morning, struck on a desolate Rock, off the eastern Coast of Caffria, and went entirely to pieces. At day break the next morning, out of 273 Persons, only 23 survived. They remained for seven months on the Rock; when having contrived to build a Boat out of the Wreck, they providentially were conveyed in her to Delagoa.

" On leaving Bombay, we, in the * Houghton, stood for Sindy, Gombroon, then back to Bombay, and then touching at Surat, Bombay, Onore, Tellicherry, and Malacca, arrived at China in August, 1756. We left it during the ensuing January, in company with the East India Ships, Suffolk, Commodore Wilson; and Godolphin, Captain William Hutchinson. On the eighth of March, about four o'clock in the evening, being 90 leagues eastward of the Cape of Good Hope, steering west with light Airs, we saw two Ships hulling, not having any sails set, about nine miles to the west of us. Though ignorant of the War, we considered their appearance as suspicious: accordingly stood for them until six o'clock, when we perceived by the cut of their sails, then set, that they were French Ships of War. A

* Names of the Officers on board the Houghton, who shared in the glory of this memorable Voyage:—

1st Officer. Charles Haggis, who died Captain of the Thames.

2d ——— Richard Doveton, died Captain of the Glatton.

3d ——— William Martyr, died Captain of the Horsenden,

4th ——— Augustus Schutz, since dead.

5th ——— Nicolas Wayte, of Wickmore, since dead.

6th ——— John Sandys, died Captain of the Norfolk.

Midshipmen. { Daniel Clarke, died Captain of the Hertford, which foundered at Sea, and all perished.

{ Benjamin Randall, afterwards Captain of the Chesterfield, now residing at Norwich.

Cadet Boy. William Hembly, died Captain of the Lord North.

Purser. Simon Bland.

Surgeon. ——— Gordon.

Surgeon's Mate. ——— Mollison, afterwards a Commissioner of National Accounts.

dark night coming on, we lost sight of them, they being then four miles to the west.

“ Our Commodore, Wilson, desiring to consult, we threw out our Boat, and Captain Walpole went on board the *Suffolk*, as did Captain Hutchinson. They, however, soon returned, hoisted in the Boats, and altered our course from west to north. The Wind at south freshening to a seven-knot Gale, we put out all lights, and set every sail with hopes to escape them: but the Moon rising about eight o'clock, we saw the Frenchmen about half a mile astern, steering east. They immediately bore up, and chased. We then tried them before the Wind—then at large—again upon a Wind; but it would not do: for about twelve o'clock at night, we three Ships keeping the line close, the *Godolphin* being the sternmost, the Enemy got within a cable's length of her weather quarter; and, under an easy sail, kept that distance until about three o'clock in the morning. The Frenchmen then hauled close to windward, and kept at about one mile distance on our beam.

“ We now laid-to at quarters, under our top-sails; and at six o'clock, the Sun rising, we hoisted our Colours, Commodore Wilson his broad Pendant, and fired a gun to leeward. The French 74, under a broad Pendant, hoisted her Country's Flag, and fired two shot: but kept lying-to, sending Boats several times to the Frigate.

“ About eight they bore down, hove-to about a quarter of a mile to windward, and opened their fire. We did the same; and continued it for half an hour: when the *Seventy-four's* main-top-sail-yard, jib-boom, and main-top-gallant-mast, being shot away, both the Frenchmen made all sail to the westward, and we after them. But when they were got about two miles a-head, they threw about, and stood for us again. We brought to under top-sails, awaiting their coming. Being a-breast of us at about half-past ten, they brought-to, more than a quarter of a mile distant, and engaged us until eleven; when the French Commodore bore away, and went about half a mile a-stern, making Signals for the Frigate to follow: but she continued for ten minutes firing at us, and then to our great joy bore away

also. Had they behaved well, we must have been taken: if the Captain of the Frigate had been Commodore, it would have gone hard with us. As to powder, the Suffolk and Houghton had some barrels left, but the Godolphin had very little. Our three Ships were worth 500,000*l.*, so they missed making their fortunes. Our flying Enemy was out of sight by four o'clock in the afternoon.

We now examined into our damages. On board the Suffolk, Mr. Haffey, Midshipman, lost his leg, which was carried off close to the groin by a twenty-four pound shot. He, however, thank God, survived. The East India Company settled a pension on him for life, and placed him as a Clerk in the India House, where he rose to be Paymaster; and died lately.—In the Houghton, Mr. Harvest, a Midshipman, had one side of his face torn off by a splinter. In the Godolphin, two Seamen were slightly wounded. The principal havoc was among the Hogs and Sheep, which afforded an excellent fresh meal to the Men after their fatigue. Our three Ships had their rigging much cut, and several shot through their hulls. The twenty-four pounder, which wounded Haffey, was taken out of the Ship's side, and hung up in the India House, as a Trophy.

“ We remained lying-to all night to refit. The Godolphin having received some large shot under the water line, was in great danger of sinking. Being smooth water, she was laid on the careen; and with the assistance of all the Carpenters' Crews, her leaks were stopped by next morning, and we proceeded on our Voyage.

“ On arriving at St. Helena, we heard that War had commenced a year before. We in consequence received orders to proceed north about Scotland; and arrived in Leith Roads in June, whence we proceeded to London. Our Ship was cleared on the 5th of September, 1757, having been two years and seven months on the Voyage. Of our Crew, being 108 Persons, three died; two were drowned, and three killed by falls. The East India Company gave the three Ships 6000*l.* for their gallant conduct.

Sometime afterwards, when I was on board the Bombay Cas-

tle from Bengal, we brought home eighty French Prisoners, some of whom had been on board the Ships which engaged us. They informed me, that the *Seventy-four* was *l'Illustre*, and the Frigate *la Balaine*. They had a Battalion of the *Aquitaine* Regiment on board, and about 80,000*l.* in dollars, for payment of the Troops at the Mauritius. During the Engagement the Land Officer took the Command from the Sea Officer, which occasioned so much dissention, that the Ships' Crews only did their duty by compulsion, keeping from a close Engagement, whereby we escaped them. On their arrival at the Mauritius, both the Commanders were broke, and they fully deserved it."

Thus have we endeavoured to illustrate a very distinguished Action in the Naval History of our Country, which hitherto, like many others, has been either entirely passed over, or very imperfectly narrated by the Historian. It will tend to prove, that the spirit of British Seamen, whether in the King's or his Merchant's Service, has been uniformly active and heroic: not depending on the irregular Fever, which generally accompanies any public commotion; not produced by quaffing the* gunpowder and brandy potions of the Great Nation; but arising from the discipline and loyal independence of the Little Island. It remains to add, that each of the Captains, Wilson, Walpole, and Hutchinson, had one hundred pounds given them by the East India Company for the purchase of a piece of plate, to commemorate their skill and intrepidity.

Captain Walpole, contented with a Voyage which had enabled him to display the energy and valour of a Seaman, retired to enjoy that independence and elegant Society, to which his high connexions and birth entitled him; and for many years his house was well known, and resorted to, by the highest circles of fashion.

Captain Walpole represented the Borough of Great Yarmouth, in Norfolk, for three Parliaments; and although he was opposed, whilst abroad, without his knowledge, by Sir John Jervis, and

had nine hundred Constituents, the whole expenses only amounted to eleven hundred pounds. This Borough had been represented by a Walpole, and a Townshend, for seventy years; but was lost by both Families, in a Contest during what was termed the Pit Fever.

This gallant Officer died in 1798, and was buried in the Church of Freethorpe, in Norfolk. The following Inscription appears on his Monument:—

NEAR THIS PLACE
ARE DEPOSITED THE REMAINS OF
THE HONOURABLE RICHARD WALPOLE;
THE PROPRIETOR OF THE GREAT TYTHES OF THIS PARISH,
AND LORD OF THE MANOR OF FREETHORPE,
WITH THE MEMBERS.

HE WAS THIRD SON OF THE LATE
HORATIO, LORD WALPOLE,
OF WOLVERTON, IN THIS COUNTY,
AND DEPARTED THIS LIFE ON THE 18th OF AUGUST, 1798,
AGED SIXTY-NINE YEARS,
SINCERELY AND DESERVEDLY LAMENTED
BY HIS FAMILY AND FRIENDS.

TO WHOSE MEMORY, HIS AFFECTIONATE WIFE,
MARGARET WALPOLE,
HAS ERECTED THIS STONE.

HERALDIC PARTICULARS.

ARMS.—Or on a Fess, between two Cheverons Sable three Cross-Crosets of the First.

CREST.—On a Wreath the Bust of a Man side faced coup'd proper ducally crowned Or, with a long Cap on turning forward, Gules and thereon a Catharine Wheel Or.

MOTTO.—Fari quæ sentias.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN OUR GITE VASTO.

LIEUTENANT BOXER.

(Extract of a Letter.)

THE Courier Cutter, Lieutenant Boxer, is gone past to the Downs, very much damaged. I learn that, on Friday morning, having picked up a Man of War's Boat, with a Lieutenant and fourteen Hands, they soon after discovered a large Lugger Privateer at anchor under a Battery, and went in to endeavour to cut her out. On their approach they were unfortunately seen from the Shore, and fired at by some 24-pounders from a Battery, and a 12-pound field-piece on the Land: it being very little Wind, they were unfortunately hulled several times from the Shore guns: Lieutenant Newby, of the Megara Sloop of War, and two Men, were killed, and one wounded. The Cutter being in only four fathom water, and finding it impossible to succeed, with a 24-pound shot in her quarter, about twelve inches above the water line three of the deck planks cut through, the spare spars, sweeps, and oars knocked away, and other damage, they were obliged to retreat out of gun-shot; while the cowardly Lugger, whose fire did them no damage, was afraid to follow them out of the protection of their own guns, or there is little doubt that Lieutenant Boxer and his gallant Crew would have brought them to England.

WRANGLER GUN-VESSEL.

IN addition to the number of daring Actions executed by British bravery, we have to relate one performed by the Second Lieutenant and part of the Crew of the Wrangler Gun-vessel, commanded by Lieutenant John Pettit:—

The Wrangler was cruising off Boulogne, and perceived a Sloop lying under the Batteries, ready to sail on the first convenient opportunity; the Commander of the Wrangler proposed attempting to cut her out, and was immediately seconded in the project by his Second in Command, and a set of jolly Fellows sufficient to man the Long-boat: they pushed off almost as soon as the scheme was formed, and in a short time reached their object. They were challenged by the Sloop's Sentinel, to whom they paid no attention, but running the Boat alongside, immediately boarded. The Frenchmen, when they saw our gallant Countrymen on the deck, took directly to a Boat lying alongside the Sloop, and made the

best of their way towards Shore, leaving only the Captain on board. We are happy to announce, that the Sloop was brought out safely without the slightest injury to any one, though a very heavy fire was kept up from the Batteries.—The Prize was laden with Provisions, and is arrived at Ramsgate Pier.

ANECDOTES OF M. BAUDIN,

Commodore of a recent French Expedition of Discovery.

ST. VINCENT, a French writer, in the Narrative of his Voyage through the African Seas, relates the following ludicrous Anecdotes of the Commodore, M. Baudin:—

The Commodore, since our departure from Teneriffe, did not wish our Vessels to approach too near to each other, from an idea, that in those Seas, where there is much danger of being becalmed, it was necessary to remain at about a league from one another, lest the attraction of the two Ships might occasion them to run foul of each other.

An intelligent Astronomer belonging to the Expedition, related to me one day, when we were conversing respecting the Commodore's terror, on account of the supposed attraction of the two Ships, a very curious fact, the truth of which was afterwards confirmed by one of the Officers. Being in want of a magnetic needle to replace that of a compass which had been injured, he applied to the Commodore, who had several in the drawer of his secretaire. M. Baudin, who happened to be in a very good humour, invited him into his state-room, whilst he searched for the box that contained the needles. The steel being somewhat rusted by the humidity of the air, the magnetic property of the needles was considerably diminished. As the Astronomer was lamenting this unlucky accident: *What would you wish?* said the Commodore, in order to console him, *every thing furnished by the Government has been done in the most niggardly manner: if they had followed my advice, we should have been provided with silver needles instead of steel ones!*

MODE OF FISHING FOR SALMON IN ICELAND.

(From OLATSEN and POVELSEN's Travels.)

THE Norder-aa is the only River at which a number of hands are employed in catching this fish, the produce of which is divided between the Fishermen and the poor people who come to assist them. They first select a part of the River, where the bottom is level, and the Current not too strong, and a day being fixed on

for the commencement of the operations, several hundred persons repair to the spot. At the part where the water is most shallow, they form a dyke of stones, leaving, however, an aperture, that the Current may not be interrupted. This dyke is made in two arms, that go off from the Shore in a diagonal line, and terminate in an acute angle, at which is the aperture. When this dyke is made, they extend several nets across the River, and two Men on horseback hold the ends of the net on each side of the River, followed by others, who are likewise on horseback; they then make their horses swim, which so alarms the salmon, that they can neither jump over the net, nor escape by sinking beneath it. One Bank of the River is covered with people, who throw stones into the water to increase the fright of the fish, so that nothing remains for them, but to make towards the angles, or be taken in the nets. The fish are divided between the Owners of the nets and of the Land; while those who assist, receive a portion from each. In the Gliufuraa, they cannot take salmon by the net, on account of the rapidity of the Current, and the large stones that obstruct the bed of the River, when they fall in winter from the mountains. The Inhabitants, therefore, use long poles, at the end of which is an iron pike; and with these they strike the salmon and draw it out of the water. To attract the fish to a certain spot, they begin to scare it at a distance, when it makes off; and if it can hide its head between two stones, it remains motionless, and conceives itself in safety.

PORPOISES.

(From ST. VINCENT'S *Voyage through the African Seas.*)

THESE animals swim together in considerable numbers, and generally in pairs; sometimes, however, two or three in a body, but seldom singly: they in general swim so high in the water, that the dorsal fin is very often seen above it; they occasionally rise to the surface, in order to respire, and resemble blood-hounds in pursuit of their prey, when they raise their snout to throw out the water: on replunging, they describe a semi-circle, their form being nearly globular from the extremity of the head to that of the tail. There is reason to believe, that when these animals proceed in pairs, they are composed of a male and female; and when in a larger body, that they constitute a single family, the individuals of which have not yet separated from each other. In this case, there is one which uniformly leads the way, the rest follow in a train almost close to each other, swimming lower in the water in pro-

portion as they are more distant from the first. This habit, which I have observed upon our own Coasts, must doubtless be acquired at a very early period, when they keep close to the pectoral fins of the mother. These *cetacea* swim with amazing celerity; they dart forward, wheel about, cross and intersect each other's course, suddenly stop short, rise, and descend, without intermission.

STATE PAPER.

NEUTRAL SHIPS.

GEORGE R.

INSTRUCTION to our Courts of Admiralty, and to the Commanders of our Ships of War and Privateers, given at our Court at St. James's the twenty-ninth Day of June, 1805, in the forty-fifth Year of our Reign.

In consideration of the present state of Commerce, we are graciously pleased to direct, that Neutral Vessels, having on board the Articles hereinafter enumerated, and trading, directly or circuitously, between the Ports of our United Kingdom and the Enemy's Ports in Europe (such Ports not being blockaded), shall not be interrupted in their Voyages by our Ships of War, or Privateers, on account of such Articles, or any of them, being the property of our Subjects, trading with the Enemy, without having obtained our special license for that purpose; and if any Neutral Vessel, trading as aforesaid, shall be brought into our Ports for adjudication, such Vessel shall be forthwith liberated by our Courts of Admiralty, together with the enumerated Articles laden therein, which shall be shown to be British or Neutral Property.

EXPORTS.

List of Goods permitted to be exported to Holland, France, and Spain:—British manufactures (not naval or military stores), grocery, allum, annetta, coffee, cocoa, calicoes, copperas, drugs (not dying drugs), rhubarb, spices, sugar, pepper, tobacco, vitriol, elephants' teeth, pimento, cinnamon, nutmegs, cornelian stone, nankeens, East India bales, tortoise-shell, cloves, red, green, and yellow earth, earthenware, indigo (not exceeding five tons in one Vessel), woollens, rum, and prize goods not prohibited to be exported.

IMPORTS.

From Holland.—Grain, (if importable according to the provisions of the Corn Laws), salted provisions of all sorts (not being salted beef or pork), oak bark, flax, flax-seed, clover, and other seed, madder roots, salted hides and skins, leather, rushes, hoops, *saccharum saturni*, barilla, smalts, yarn, saffron, butter, cheese, quills, clinkers, terraces, geneva, vinegar, white lead, oil, turpentine, pitch, hemp, bottles, wainscot boards, raw materials, naval stores, lace, French cambric and lawns.

From France.—Grain (as above), salted provisions of all sorts (not being salted beef or pork), seeds, saffron, rags, oak bark, turpentine, hides, skins, honey, wax, fruit, raw materials, linseed cakes, tallow, weld, wine, lace, French cambrics and lawns vinegar and brandy.

From Spain.—Cochineal, barilla, fruit, orchella weed, Spanish wool, indigo, hides, skins, shumac, liquoize juice, seeds, saffron, silk, sweet almonds, Castille soap, raw materials, oak bark, aniseed, wine, cork, black lead, naval stores, vinegar and brandy.

And we are further pleased to direct, that the foregoing enumeration may be added to, or altered by, any order of the Lords of our Council.

By His Majesty's Command,

HAWKESBURY.

LORD MELVILLE.

The COMMITTEE appointed to draw up ARTICLES of IMPEACHMENT against HENRY Lord Viscount MELVILLE, have, pursuant to the Order of the House, prepared several Articles accordingly: which Articles are as follow; viz.

ARTICLES exhibited by the Knights, Citizens, and Burgesses, in Parliament assembled, in the Name of themselves and of all the Commons of the United Kingdom of Great Britain and Ireland, against HENRY Lord Viscount MELVILLE, in Maintenance of their Impeachment against him for High Crimes and Misdemeanors.

WHEREAS the Office of Treasurer of His Majesty's Navy is an Office of high trust and confidence, in the faithful and uncorrupt execution whereof, the Subjects of this Kingdom are most deeply interested; and whereas the ancient constitution of the said Office of Treasurer of the Navy, and of other Offices concerned in the receipt, disbursement, and controul of the Public Money, having been found to be highly inexpedient in consequence of the increased expenditure of the Country, did become the subject of frequent, long, and serious deliberation in Parliament: and whereas by an Act of Parliament made and passed in the 20th year of the reign of his present Majesty, and by several subsequent Acts of Parliament, for appointing and enabling Commissioners to examine, take, and state, the Public Accounts of this Kingdom, and for other purposes therein mentioned, certain Commissioners were constituted and appointed for examining, taking, and stating the Accounts therein particularly mentioned, and also for examining and stating in what manner, and at what times, the Receipts, Issues, and Expenditures, of the Public Monies were accounted for; and for considering of and reporting by what means and method the Public Accounts might in future be passed, and the Accountants compelled to pay the balances or monies due from

them in a more expeditious, more effectual, and less expensive manner: and whereas the said Commissioners did inquire into and report upon the Public Accounts by the said Acts referred to their examination, and did discover and point out various abuses in many of the Public Offices entrusted with the receipt and expenditure of Public Money, and in particular in the Office of the Treasurer of His Majesty's Navy; and did propose and recommend sundry good and wholesome provisions and regulations for the reformation of the same, and particularly for preventing the Public Money issued for Navy Services from coming into the possession and custody of the Treasurer of His Majesty's Navy, or the Officers or Persons employed under him; for depriving him and them of all opportunity of using and misapplying the Public Money to private purposes, and thereby exposing the same to the risk of loss: for making the Bank of England the sole place of deposit for the same; for removing, from thenceforward, all temptations and inducements to applications for more Public Money than was necessary for the Public Service; for preventing all unnecessary delay in passing the Public Accounts of the Treasurer of His Majesty's Navy, and in restoring to the Public the balances remaining in his hands; and whereas the House of Commons having taken the Reports of the said Commissioners into consideration, upon the 19th day of June, 1782, did (among other things) resolve, that some regulations ought to be adopted, for the purpose of lessening and keeping down the balances which appeared to have usually been in the hands of the Treasurer of the Navy; and did further declare their opinion, that from thenceforward the Paymaster General of His Majesty's Land Forces, and the Treasurer of the Navy for the time being, should not apply any Sum or Sums of Money imprested to them, or either of them, to any purpose of advantage or interest to themselves, either directly or indirectly.

And whereas, for the more effectually carrying into execution the said Resolutions of the House of Commons, His Majesty, by warrant under his Royal Sign Manual, bearing date the 22d day of June, 1782, was most graciously pleased to augment the salary of the Right Hon. Isaac Barré, as Treasurer of His Majesty's Navy, and to add thereto the sum of 2,150*l.*, that the said income might in future amount to 4000*l.*, which His Majesty was then graciously pleased to grant to the said Isaac Barré, clear of all deductions, in full satisfaction of all wages and fees, and other profits and emoluments theretofore enjoyed by former Treasurers of His Majesty's Navy: and whereas, by Letters Patent, bearing

date the 19th day of August, 1782, His Majesty was graciously pleased to give and grant unto the Right Hon. Henry Dundas, now Lord Viscount Melville, the Office of Treasurer of His Majesty's Navy Royal and Ships, and Receiver-General of all Sums of Money appointed, or from time to time to be appointed and payable for the support, maintenance, and reparation of His Majesty's Navy Royal and Ships, for emptions and provisions appertaining to and necessary for the said Navy and Ships, and for wages, salaries of Officers, Servants, and other persons whatever, belonging to the said Navy or Ships, or any other matter or thing whatsoever, in any manner touching or concerning the Navy Royal or Ships; and for the exercise and occupation of the said Office, and for and in satisfaction of all wages and fees of three pence of lawful Money for every pound to be received and paid by the said Henry Dundas, by virtue of his said Office, His Majesty was further graciously pleased to give and grant unto him, by the said Letters Patent, an annuity, or yearly payment, of 2000*l.* :

And whereas the said Henry Lord Viscount Melville represented, or caused to be represented, or it was represented to His Majesty, that the said annuity or yearly payment of 2000*l.*, after deducting all charges, taxes, and expenses thereon, would not produce to him the said Henry Lord Viscount Melville more than the Sum of 1,850*l.* in each year, or thereupon: whereupon His Majesty, by warrant under his Royal Sign Manual, bearing date the 23d day of October, 1782, was graciously pleased to declare that the income of the Treasurer of the Navy should be augmented with an additional allowance of 2,324*l.* 6*s.* 6*d.*, in order to make, together with the said Sum of 1,850*l.*, the said income to amount in future to the Sum of 4000*l.*: and His Majesty did thereby direct, authorize, and empower the said Henry Lord Viscount Melville to take and apply, out of such Monies as were in or should come to his hands, or to the hands of his Cashier, arisen or to arise by the sale of old Naval Stores, the said Sum of 2,324*l.* 6*s.* 6*d.*, which, together with the before-mentioned Sum of 1,850*l.*, would make the said Sum of 4000*l.*, which His Majesty was graciously pleased to grant him, clear of all deductions, in full satisfaction of all wages and fees, and other profits and emoluments theretofore enjoyed by former Treasurers of the Navy; the same to commence and be computed from the day of the date of the said Letters Patent, and to continue during his continuance in the said Office: and His Majesty did further direct, authorize, and empower the said Henry Lord Viscount Melville, in case the said additional

allowance of 2324*l.* 6*s.* 6*d.*, together with the said several allowances before stated, should not produce in each year the net Sum of 4000*l.*, to charge the deficiency in the annual amount of Monies disbursed by him for fees of divers natures: and whereas the said Henry Lord Viscount Melville held and enjoyed the said Office of Treasurer of His Majesty's Navy, under the said Letters Patent, from the 19th day of August, 1782, until the 10th day of April, 1783:

And whereas by Letters Patent, bearing date the 5th day of January, 1784, His Majesty was graciously pleased again to give and grant unto the said Henry Lord Viscount Melville, the said Office of Treasurer of His Majesty's Navy, in the same terms as in the said former Letters Patent of the 19th day of August, 1782; and upon a similar representation made or caused to be made by the said Henry Lord Viscount Melville, or otherwise made to His Majesty as that hereinbefore stated, His Majesty was graciously pleased, by warrant under his Royal Sign Manual, bearing date the 16th day of January, 1784, to augment the income of the said Office of Treasurer of the Navy with an additional allowance of 2324*l.* 6*s.* 6*d.*, in order to make the annual income of the Office amount to the said Sum of 4000*l.*; and which said income His Majesty was thereby graciously pleased to grant to the said Henry Lord Viscount Melville, clear of all deductions, in full satisfaction of all wages and fees, and other profits and emoluments theretofore enjoyed by former Treasurers of the Navy, and to secure and provide for the due payment thereof in like manner as in the said former warrant of the 23d day of October, 1782, is provided:

And whereas the said Henry Lord Viscount Melville, under and by virtue of the said last-mentioned Letters Patent, held and enjoyed the said Office of Treasurer of His Majesty's Navy, from the said 5th day of January, 1784, until the 31st day of May, 1800:

And whereas on the 17th day of February, 1785, the House of Commons ordered that leave should be given to bring in a Bill for better regulating the Office of the Treasurer of His Majesty's Navy, and that (together with other Members of the said House of Commons) Mr. Henry Dundas, now Lord Viscount Melville, should prepare and bring in the same; and, in pursuance of the said order, the said Henry Lord Viscount Melville, on the 29th day of April, 1785, did present to the House of Commons a Bill for better regulating the Office of the Treasurer of His Majesty's Navy; and said Bill having passed the House of Commons,

was, in pursuance of an order of that House, carried by the said Henry Lord Viscount Melville to the House of Lords; to which Bill he (in the name of the House of Commons) desired the concurrence of their Lordships.

And whereas the said Bill, in the 25th year of His Majesty's reign, passed into a law, entitled "An Act for better regulating the Office of the Treasurer of His Majesty's Navy;" the 1st, 3d, 4th, and 5th Sections whereof are as follow:—

1st Section.—"Whereas it appears by the Reports made by the Commissioners appointed to examine, take, and state the Public Accounts of the Kingdom, that regulations are necessary for better conducting the business in the department of the Treasurer of His Majesty's Navy; be it therefore enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, That from and after the 1st day of July, 1785, the Treasurer of His Majesty's Navy for the time being, in all memorials to be by him presented to the Treasury for Money for Navy Services, shall pray that such Sum as he requires may be issued to the Governor and Company of the Bank of England on his account, and shall transmit with each Memorial a Copy of the Letter or Letters from the Commissioners of the Navy, Victualling, and Sick and Hurt Boards, directing him to apply for such Sum or Sums; in which Letter or Letters the said Commissioners shall, and they are hereby required and directed to specify for what particular Service or Services the said Money is wanted, and shall also state the balances then in the hands of the Treasurer of the Navy under each head of Service respectively; and the Commissioners of His Majesty's Treasury for the time being, by their Letter from time to time, shall direct the Auditor of the Exchequer to issue to the Governor and Company of the Bank of England, on account of the Treasurer of His Majesty's Navy, naming such Treasurer for the time being, the Sum for which such Letter shall be drawn upon the unsatisfied order at the Exchequer, in favour of the said Treasurer, for which the Receipt of the Cashier or Cashiers of the said Governor and Company shall be a sufficient discharge; and all Sums for which Letters of the Commissioners of His Majesty's Treasury shall be drawn, shall be issued to the Governor and Company of the Bank of England in like manner as they have been heretofore issued to the Treasurer of His Majesty's Navy; and all such Monies to be issued to the Governor and Company of the Bank of England shall be placed on an Account or Accounts to be raised in the Books of the Governor and Company of the said Bank of England, and to be entitled, "The Account of the Treasurer of His Majesty's Navy," inserting the name of such Treasurer for the time being, for the Pay Branch, Cashier's Branch, and the Victualling Branch; and on receipt of all such Monies at the Exchequer, the Treasurer of the Navy shall immediately certify to the Commissioners of the Navy an account of the whole Receipt under the respective heads of Service, and shall also certify to the Commissioners of the

Victualling and Sick and Hurt Boards, the particular Sums received and applicable to those Services respectively."

3d Section.—"And be it further enacted, That from and after the 1st day of July, 1715, no Money for the Service of the Navy shall be issued from His Majesty's Exchequer to the Treasurer of the Navy, or shall be placed, or directed to be placed, in his hands or possession; but the same shall be issued and directed to be paid to the Governor and Company of the Bank of England, and to be placed to the Accounts above mentioned, according to the Services for which it was craved and issued."

4th Section.—"And be it enacted, That the Treasurer of His Majesty's Navy for the time being, by himself, or the person or persons in his Office duly authorized by the said Treasurer, from and after the 1st day of July, 1786, shall draw upon the Governor and Company of the Bank of England for all Navy Services whatever, and shall specify in each and every draft the head of Service for which the same shall be drawn: and no draft of the said Treasurer, or the person or persons authorized as aforesaid, shall be deemed a sufficient voucher to the said Governor and Company of the Bank of England, unless the same specifies the head of Service for which it is drawn, and has been actually paid by the said Governor and Company of the Bank of England."

5th Section.—"Provided always, That the Monies to be issued unto the Governor and Company of the Bank of England, on account of the Treasurer of his Majesty's Navy, shall not be paid out of the Bank unless for Navy Services, and in pursuance of drafts to be drawn on the Governor and Company of the Bank of England, and signed by the Treasurer of His Majesty's Navy for the time being, or the person or persons authorized as aforesaid; in which Drafts shall be specified the heads of Service to which the Sums therein mentioned are to be applied; and which Drafts so drawn shall be sufficient authority to the Bank to pay such Money to the persons mentioned in such Drafts, or to the bearer of them."

And whereas the provisions contained in the said last-mentioned Act of Parliament were thereby directed to take place on the 1st day of July, 1785; but the execution of the said Act, with respect to the said Henry Lord Viscount Melville opening an Account or Accounts with the Governor and Company of the Bank of England, as thereby directed, was postponed by him until the 13th day of January, 1786, when the said Henry Lord Viscount Melville opened an Account with the Governor and Company of the Bank of England, entitled, "Right Hon. Henry Dundas, Act of Parliament New Account;" and which said Account was continued by him until he quitted the said Office on the 31st of May, 1800, and was the only Account kept by the said Henry Lord Viscount Melville, as Treasurer of His Majesty's Navy, with the Governor and Company of the Bank of England, under and in pursuance of the said Act of Parliament for regulating the said Office.

And whereas on the said 10th day of January, 1786, while the said Henry Lord Viscount Melville held and enjoyed the said Office of Treasurer of His Majesty's Navy, he did constitute and appoint Alexander Trotter his Paymaster; and the said Henry Lord Viscount Melville did, on the said 10th day of January, 1786, duly authorize and empower the said Alexander Trotter to draw on the Governor and Company of the Bank of England, for and upon the account of him the said Henry Lord Viscount Melville as Treasurer of His Majesty's Navy, all and every Sum and Sums of Money that then were or should hereafter be wanted for the Public Services, under the care of payment of the said Henry Lord Viscount Melville, the said Alexander Trotter being particularly careful to specify in each and every Draft the Service for which the Money should be drawn.

And whereas it was the duty of the said Henry Lord Viscount Melville, during all the time he held and enjoyed the said Office of Treasurer of His Majesty's Navy, to abstain from applying himself, and to prevent all persons acting under him from applying any part of the Money issued from His Majesty's Exchequer for Navy Services, to any purpose of advantage or interest to himself or themselves, either directly or indirectly, or to any other purposes than for Navy Services, and from deriving any profit or emolument therefrom: And from and after the passing of the said Act of Parliament of the 25th year of His Majesty's reign, for better regulating the Office of the Treasurer of His Majesty's Navy, it was the duty of the said Lord Viscount Melville to observe and pursue the provisions and directions of the said Act of Parliament; yet the said Henry Lord Viscount Melville, not satisfied with the ample revenue so provided for him as aforesaid, nor regarding the duty of his high and important Office, or the express provisions of the said Act of Parliament, did, whilst he held and enjoyed the said Office, act and conduct himself fraudulently, corruptly, and illegally, in the several instances herein set forth.

FIRST ARTICLE.—That the said Henry Lord Viscount Melville, whilst he held and enjoyed the said Office of Treasurer of His Majesty's Navy, and previous to the said 10th of January, 1786, did take and receive from and out of the Money imprested to him as Treasurer of His Majesty's Exchequer, the Sum of 10,000*l.*, or some other large Sum or Sums of Money, and did fraudulently and illegally convert and apply the same to his own use, or to some other corrupt and illegal purposes, and to other purposes than those of the Public Navy Services of the Kingdom, to which alone the same was lawfully applicable; and did continue such fraudulent and illegal conversion

and application of the said Sum or Sums of money after the passing of the said Act of Parliament for the better regulating the Office of the Treasurer of His Majesty's Navy. And the said Henry Lord Viscount Melville has declared that he never would reveal the application of the said Sum of 10,000l., and in particular he did make such declaration in the House of Commons on the 11th day of June, 1803; and then and there added, that he felt himself bound by motives of public duty, as well as private honour and personal convenience, to conceal the same:—all which conduct of the said Henry Lord Viscount Melville was contrary to the duty of his said Office, a breach of the high Trust reposed in him, and a violation of the Laws and Statutes of this Realm.

SECOND ARTICLE.—That the said Henry Lord Viscount Melville, disregarding the duties of his said Office, and in breach and violation of the said Act of Parliament for better regulating the same, did, after the passing of the same Act, and whilst the said Henry Lord Viscount Melville continued to hold and enjoy the said Office, connive at and permit and suffer the said Alexander Trotter, under and by virtue of the said authority so given to him by the said Henry Lord Viscount Melville as aforesaid, illegally to draw, receive, and take from the Governor and Company of the Bank of England, for other purposes than for immediate application to Navy Services, large Sums of Money from and out of the Monies before then issued unto the said Governor and Company of the Bank of England on account of the said Henry Lord Viscount Melville as Treasurer of His Majesty's Navy: and the said Henry Lord Viscount Melville did connive at and permit and suffer the said Alexander Trotter to place the said last-mentioned Sums of Money, or a great part thereof, so illegally drawn, received, and taken by him from the Governor and Company of the Bank of England as aforesaid, in the hands of Messrs. Thomas Coutts and Company, the private Bankers of the said Alexander Trotter, in his own name, and subject to his sole controul and disposition: all which conduct of the said Henry Lord Viscount Melville was contrary to the duty of his said Office, a breach of the high Trust reposed in him, and a violation of the Laws and Statutes of the Realm.

THIRD ARTICLE.—That after the passing of the said Act of Parliament for better regulating the Office of the Treasurer of His Majesty's Navy, and after the said 10th day of January, 1786, and whilst the said Henry Lord Viscount Melville held and enjoyed the said Office, large Sums of Money were from time to time issued and paid to the Governor and Company of the Bank of England, and placed on an Account raised in the Books of the said Governor and Company with the said Henry Lord Viscount Melville, entitled, "Right Honourable Henry Dundas, Act of Parliament new Account." And the said Alexander Trotter, under and by virtue of the said authority from the said Henry Lord Viscount Melville, did from the said 10th day of January, 1786, during all the time the said Henry Lord Viscount Melville afterwards continued to hold and enjoy the said Office of Treasurer of His Majesty's Navy, draw upon the said Governor and Company of the Bank of England for and on account of the Monies so issued and paid to them, and placed to the said Account so raised in their Books,

And whereas on the said 10th day of January, 1786, while the said Henry Lord Viscount Melville held and enjoyed the said Office of Treasurer of His Majesty's Navy, he did constitute and appoint Alexander Trotter his Paymaster; and the said Henry Lord Viscount Melville did, on the said 10th day of January, 1786, duly authorize and empower the said Alexander Trotter to draw on the Governor and Company of the Bank of England, for and upon the account of him the said Henry Lord Viscount Melville as Treasurer of His Majesty's Navy, all and every Sum and Sums of Money that then were or should hereafter be wanted for the Public Services, under the care of payment of the said Henry Lord Viscount Melville, the said Alexander Trotter being particularly careful to specify in each and every Draft the Service for which the Money should be drawn.

And whereas it was the duty of the said Henry Lord Viscount Melville, during all the time he held and enjoyed the said Office of Treasurer of His Majesty's Navy, to abstain from applying himself, and to prevent all persons acting under him from applying any part of the Money issued from His Majesty's Exchequer for Navy Services, to any purpose of advantage or interest to himself or themselves, either directly or indirectly, or to any other purposes than for Navy Services, and from deriving any profit or emolument therefrom: And from and after the passing of the said Act of Parliament of the 25th year of His Majesty's reign, for better regulating the Office of the Treasurer of His Majesty's Navy, it was the duty of the said Lord Viscount Melville to observe and pursue the provisions and directions of the said Act of Parliament; yet the said Henry Lord Viscount Melville, not satisfied with the ample revenue so provided for him as aforesaid, nor regarding the duty of his high and important Office, or the express provisions of the said Act of Parliament, did, whilst he held and enjoyed the said Office, act and conduct himself fraudulently, corruptly, and illegally, in the several instances herein set forth.

FIRST ARTICLE.—That the said Henry Lord Viscount Melville, whilst he held and enjoyed the said Office of Treasurer of His Majesty's Navy, and previous to the said 10th of January, 1786, did take and receive from and out of the Money imprested to him as Treasurer of His Majesty's Exchequer, the Sum of 10,000*l.*, or some other large Sum or Sums of Money, and did fraudulently and illegally convert and apply the same to his own use, or to some other corrupt and illegal purposes, and to other purposes than those of the Public Navy Services of the Kingdom, to which alone the same was lawfully applicable; and did continue such fraudulent and illegal conversion

and application of the said Sum or Sums of money after the passing of the said Act of Parliament for the better regulating the Office of the Treasurer of His Majesty's Navy. And the said Henry Lord Viscount Melville has declared that he never would reveal the application of the said Sum of 10,000*l.*, and in particular he did make such declaration in the House of Commons on the 11th day of June, 1805; and then and there added, that he felt himself bound by motives of public duty, as well as private honour and personal convenience, to conceal the same:—all which conduct of the said Henry Lord Viscount Melville was contrary to the duty of his said Office, a breach of the high Trust reposed in him, and a violation of the Laws and Statutes of this Realm.

SECOND ARTICLE.—That the said Henry Lord Viscount Melville, disregarding the duties of his said Office, and in breach and violation of the said Act of Parliament for better regulating the same, did, after the passing of the same Act, and whilst the said Henry Lord Viscount Melville continued to hold and enjoy the said Office, connive at and permit and suffer the said Alexander Trotter, under and by virtue of the said authority so given to him by the said Henry Lord Viscount Melville as aforesaid, illegally to draw, receive, and take from the Governor and Company of the Bank of England, for other purposes than for immediate application to Navy Services, large Sums of Money from and out of the Monies before then issued unto the said Governor and Company of the Bank of England on account of the said Henry Lord Viscount Melville as Treasurer of His Majesty's Navy: and the said Henry Lord Viscount Melville did connive at and permit and suffer the said Alexander Trotter to place the said last-mentioned Sums of Money, or a great part thereof, so illegally drawn, received, and taken by him from the Governor and Company of the Bank of England as aforesaid, in the hands of Messrs. Thomas Coutts and Company, the private Bankers of the said Alexander Trotter, in his own name, and subject to his sole controul and disposition: all which conduct of the said Henry Lord Viscount Melville was contrary to the duty of his said Office, a breach of the high Trust reposed in him, and a violation of the Laws and Statutes of the Realm.

THIRD ARTICLE.—That after the passing of the said Act of Parliament for better regulating the Office of the Treasurer of His Majesty's Navy, and after the said 10th day of January, 1786, and whilst the said Henry Lord Viscount Melville held and enjoyed the said Office, large Sums of Money were from time to time issued and paid to the Governor and Company of the Bank of England, and placed on an Account raised in the Books of the said Governor and Company with the said Henry Lord Viscount Melville, entitled, "Right Honourable Henry Dundas, Act of Parliament new Account." And the said Alexander Trotter, under and by virtue of the said authority from the said Henry Lord Viscount Melville, did from the said 10th day of January, 1786, during all the time the said Henry Lord Viscount Melville afterwards continued to hold and enjoy the said Office of Treasurer of His Majesty's Navy, draw upon the said Governor and Company of the Bank of England for and on account of the Monies so issued and paid to them, and placed to the said Account so raised in their Books,

with the said Henry Lord Viscount Melville, as such Treasurer as aforesaid: and the said Alexander Trotter did receive and take large Sums of Money so drawn by him from the said Governor and Company of the Bank of England as aforesaid.

That the said Henry Lord Viscount Melville did, after the said 10th day of January, 1786, fraudulently and illegally permit and suffer the said Alexander Trotter to place many of the said Sums of Money so drawn, received, and taken by him from the Governor and Company of the Bank of England as aforesaid, in the hands of Messrs. Thomas Coutts and Company, the private Bankers of the said Alexander Trotter, in his own name and at his own disposal: and the said Alexander Trotter did thereupon, with the privity, by the connivance, and with the permission of the said Henry Lord Viscount Melville, apply and use the said last-mentioned Sums of money, or great part thereof, for purposes of private advantage or interest, profit and emolument, and did place the said Sums of Money, or a great part thereof, in the hands of the said Messrs. Coutts and Co., mixed with and undistinguished from the proper Monies of the said Alexander Trotter, whereby the said last-mentioned Sums of Money were not only applied to and used for purposes of private advantage or interest, profit and emolument, and for purposes other than Navy Services, but were also exposed to great risk of loss, and were withdrawn from the controul and disposition of the Treasurer of His Majesty's Navy; and the said Henry Lord Viscount Melville, by so conniving at and permitting and suffering the Public Money to be withdrawn from the Bank of England, and used and applied in manner aforesaid, acted in breach of the great trust and confidence reposed in him, in violation of the said Act of Parliament made for regulating his said Office, contrary to his duty, and against the Laws of this Realm, and to the evil example of all persons entrusted in the great departments of the Public Service with any controul over the application and expenditure of the Public Money.

FOURTH ARTICLE.—That after the said 10th day of January, 1786, and whilst the said Henry Lord Viscount Melville held and enjoyed the said Office of Treasurer of His Majesty's Navy, he the said Henry Lord Viscount Melville did fraudulently and illegally, for the purpose of advantage and interest to himself, or for acquiring or obtaining profit or emolument therefrom, or for some other corrupt or illegal purposes, and for purposes other than Navy Services, take and receive from the Public Money placed in his name at the Bank of England, as Treasurer of His Majesty's Navy, the Sum of 10,000*l.*, or some other large Sum or Sums of Money, and did fraudulently and illegally convert and apply the same to his own use, or to some other corrupt and illegal purposes.

That during the time the said Alexander Trotter held and enjoyed the said Office of Paymaster to the said Henry Lord Viscount Melville as aforesaid, and whilst the said Henry Lord Viscount Melville held and enjoyed the said Office of Treasurer of His Majesty's Navy as aforesaid, he the said Alexander Trotter kept with the said Henry Lord Viscount Melville an Account current, entered in certain Books of Account, con-

taining entries of all the Sums paid and received by the said Alexander Trotter on the account of the said Henry Lord Viscount Melville: and by agreement between the said Henry Lord Viscount Melville and the said Alexander Trotter, bearing date the 18th and 23d days of February, 1803, it is stated that they had either mutually delivered up to each other, or resolved and agreed mutually to cancel or destroy, all the Vouchers or other Memorandums and Writings that at any time theretofore might have existed, passed, or been interchanged between them, relative to the said Accounts, and the different items and articles of which the said Accounts were composed or consisted: and the said Books of Account containing the said Account current, together with all Vouchers or other Memorandums and Writings in the possession of the said Alexander Trotter, and also of the said Henry Lord Viscount Melville relative thereto, were burnt and destroyed by the said Henry Lord Viscount Melville and Alexander Trotter: and the said stipulation contained in the said agreement for the said Henry Lord Viscount Melville and Alexander Trotter mutually delivering up to each other, or for mutually cancelling and destroying all the said Vouchers, or other Memorandums or Writings relative to the said Account, was so entered into; and the said Books of Accounts, Vouchers, Memorandums, and Writings, were so burnt and destroyed, with a view to conceal and prevent the discovery of the several advances of Money made by the said Alexander Trotter to the said Henry Lord Viscount Melville, and of the several accounts or considerations for or upon which the same were so advanced. All which conduct of the said Henry Lord Viscount Melville was contrary to the duty of his said Office, a breach of the high Trust reposed in him, and a violation of the Laws and Statutes of this Realm, and to the like evil example as aforesaid.

FIFTH ARTICLE.—That after the said 10th day of January, 1786, and whilst the said Alexander Trotter so continued the Paymaster of the said Henry Lord Viscount Melville as aforesaid, and with such privacy, connivance, and permission as aforesaid, so applied and used the said Sums of Money, or great part thereof, for purposes of private advantage, profit, and emolument, as aforesaid, the said Henry Lord Viscount Melville fraudulently concealing the illegal use and application of the same, did procure, obtain, and receive from the said Alexander Trotter, advances of several large Sums of Money, which were made to him, the said Henry Lord Viscount Melville, by the said Alexander Trotter, in part from Money so as aforesaid illegally drawn by him, the said Alexander Trotter, from the Governor and Company of the Bank of England, and in part from Sums of Money so placed by the said Alexander Trotter in the hands of the said Messrs. Coutts and Co. as aforesaid, when mixed with and undistinguished from the proper Monies of the said Alexander Trotter: and for the purpose of more effectually concealing the said advances of Money, the said Books of Accounts, Vouchers, Memorandums, and Writings, were so as aforesaid burnt and destroyed.

SIXTH ARTICLE.—That amongst other advances of Money so as aforesaid obtained and received by the said Henry Lord Viscount Melville from the said Alexander Trotter, the said Henry Lord Viscount Melville did pro-

cure, obtain, and receive from the said Alexander Trotter, a Sum of 22,000*l.*, or some other large Sum or Sums of Money advanced by the said Alexander Trotter to the said Henry Lord Viscount Melville, without interest; part whereof was so advanced exclusively from Public Money so as aforesaid illegally drawn from the Governor and Company of the Bank of England by the said Alexander Trotter; and other part whereof was advanced from the said Mixed Fund, composed as well of Public Money so as aforesaid illegally drawn by the said Alexander Trotter from the Governor and Company of the Bank of England, and placed by him in the hands of the said Messrs. Coutts and Co. as aforesaid, as of the proper Monies of the said Alexander Trotter in the hands of the said Messrs. Coutts and Co., which had been mixed therewith, and remained undistinguished therefrom: and for the purpose of more effectually concealing the said advances of Money, the said Books of Account, Vouchers, Memorandums, and Writings, were so as aforesaid burnt and destroyed.

SEVENTH ARTICLE.—That amongst other advances of Money so as aforesaid obtained and received by the said Henry Lord Viscount Melville from the said Alexander Trotter, the said Henry Lord Viscount Melville did obtain and receive a Sum of 22,000*l.*, or some other large Sum or Sums of Money advanced to him by the said Alexander Trotter; and for which it has been alledged by the said Henry Lord Viscount Melville, that he was to pay interest: and for the purpose of more effectually concealing the said last-mentioned advances of Money, the said Books of Account, Vouchers, Memorandums, and Writings, were so as aforesaid burnt and destroyed.

EIGHTH ARTICLE.—That during all or great part of the time the said Alexander Trotter held and enjoyed the said Office of Paymaster to the said Henry Lord Viscount Melville as aforesaid, and the said Henry Lord Viscount Melville held and enjoyed the said Office of Treasurer of His Majesty's Navy as aforesaid, he the said Alexander Trotter did gratuitously, and without salary or other pecuniary compensation, act in and transact the private business of the said Henry Lord Viscount Melville, as his Agent, and was from time to time in advance for the said Henry Lord Viscount Melville in that respect, to the amount of from 10,000 to 20,000*l.*, or to some other great amount; and which advances were taken from the said Sums of Money so placed by the said Alexander Trotter in the hands of the said Messrs. Coutts and Co., consisting, in part, of Public Money drawn by him from the Governor and Company of the Bank of England as aforesaid, and in part of his own Private Monies mixed therewith, and undistinguished therefrom, as aforesaid: by means whereof the said Henry Lord Viscount Melville did derive benefit and advantage from the aforesaid illegal acts of the said Alexander Trotter.

And the said Alexander Trotter did so gratuitously, and without salary, act in and transact the private business of the said Henry Lord Viscount Melville, and make him such advances of Money as aforesaid, in consideration of the said Henry Lord Viscount Melville conniving at and permitting and suffering the said Alexander Trotter so as aforesaid to apply and make use of the said Sums of Public Money so drawn by him from the Bank of

England, and applied and appropriated for purposes of private advantage or interest, profit and emolument, as aforesaid: and the said Alexander Trotter would not have been, and was well known to the said Henry Lord Viscount Melville not to have been able to make such advances of Money to the said Henry Lord Viscount Melville as aforesaid, otherwise than from and by means of the said Sums of Public Money so drawn by the said Alexander Trotter from the Bank of England, with the privity, connivance, and permission of the said Henry Lord Viscount Melville as aforesaid, and applied by the said Alexander Trotter for purposes of private advantage, interest, profit, and emolument: all which proceedings and conduct of the said Henry Lord Viscount Melville were contrary to the duty of his said Office, in breach of the great Trust reposed in him, and in gross violation of the Laws and Statutes of this Realm: and by all and every one of the aforesaid acts done and committed by him, the said Henry Lord Viscount Melville, he was and is guilty of High Crimes and Misdemeanors.

CORRESPONDENCE.

MR. EDITOR,

THE following very curious Paper, drawn up during last War, was in possession of a Naval Officer of Rank, and must prove interesting to your Readers. S. P.

Project for taking Possession of the Kingdom of CHILI, by the Arms of His Britannic Majesty.

PROPOSALS of the nature of those I have now the honour to present, are in general the fruit of the leisure of Statesmen, or of Military Men. The profession of Commerce, however, in a Country like this, necessarily opens the mind to extensive views; and the transition is so easy from the practical to the speculative part, that I trust I may be forgiven if I seem to have invaded a province that does not properly belong to me.

My object is to point out the easy and certain means of acquiring a Possession which cannot fail of opening a most lucrative and extensive Trade to this Country; or, if this should be looked upon as a consideration secondary to that of offering a most important restitution to one of the Powers at War, the alternative may be adopted with great advantage at the time of a Treaty.

It would not be respectful to the judgment of those to whom this Project is submitted, to enter into any general arguments to prove the advantages of extending our Trade and increasing our Industry. These are well known to be the vital causes of that

almost supernatural energy which this Country has shown in the present Contest. Our Naval Victories, which have raised the reputation of our Arms, and secured the inviolability of our Shores, may be traced to Commercial Sources; and their brilliancy will not be tarnished by owning the origin from whence they flow. The Bolts of War are forged on our Anvils, and the Banners of Victory are woven in our Looms.

It is humbly submitted, that the following Plan will open Commercial Views of a new and extensive nature, and will afford an opportunity, at a small expense of Men and Money, for the further display of British Energy and National Enterprize.

The Invasion of Egypt by the French employed 35,000 Men, 14 Sail of the Line, and a proportion of Frigates.—A large number of their most valuable Officers, and the reputation of the Government, were staked on the success, and the attention of Europe was fixed on the event, of this formidable Expedition. It is impossible to determine what may be their ulterior design; but it is humbly conceived that their present fortune would be equalled, and their future prospects surpassed, by the operation of a Force not exceeding 5,500 Men, 3 Ships of the Line, and 3 Frigates, of the Troops and Fleet of His Majesty. The advantages to be derived from this Enterprize; the prospect of success; the means of making good the expenses of the Expedition to the Public, shall now be entered upon, as well as the numbers and description of the Force by Sea and Land, the season for the Enterprize, the Points of re-union, and that of Attack. But previously to this statement, I should wish to premise a few words on the reasons which have induced me to prefer the Kingdom of Chili, as the object of an Enterprize, to any other of the Provinces of South America. To this purpose I shall beg leave to give a short Extract from the Voyage of a late, and, in this instance, a disinterested Navigator, who has visited, as a Politician and Philosopher, that part of the South American Coast.

“There is not,” says M. Perouse, “a soil in the Universe more fertile than that of Chili. Corn yields sixty for one. The Vineyards are equally productive; and the Plains are covered with innumerable flocks, which multiply beyond all conception, though abandoned entirely to themselves. The common price of a fat ox is eight dollars; that of a sheep, three quarters of a dollar; but there are no purchasers, and the Natives are accustomed every year to kill a great number of oxen, of which the hides and tallow are alone preserved, and sent to Lima. There is no particular

disease incident to the Country; but one which I dare not name is very common. Those who are fortunate enough to escape it live to a very great age. There are at Conception several persons who have completed a century. This Kingdom, of which the productions, if carried to their highest pitch, would feed half Europe; of which the wool would suffice for the Manufacturers of France and England; and of which the cattle, if salted down, would produce an immense revenue. This Kingdom, I say, is totally destitute of Commerce. Four or five small Vessels arrive every year from Lima, with sugar, tobacco, and a few articles manufactured in Europe, which "the unfortunate Inhabitants are obliged to purchase at the second or third hand; and after duties have been paid at Cadiz, at Lima, and lastly, on entering Chili, they give in exchange wheat, which is so cheap, that the Cultivator feels no desire to cultivate his waste Lands, tallow, hides, and a few planks."

The Expeditions that have been hitherto directed against the Continent of South America have been so trifling and nugatory, that they appear rather to have been intended as vexatious and predatory, than as the firm and vigorous efforts of a great Nation against a powerful Enemy. They have been ill-timed as to seasons, and ill-imagined as to their objects. In consequence, they have uniformly failed. In the Expedition against Omoa half of the Europeans who landed died in six weeks; but of the Negroes very few, and not one out of 200 who were Africans born. In that directed against St. Juan none of the Europeans retained their health, while the greater part of the Negroes returned to Jamaica in as good health as they left it.—In both cases the British Troops had to war with a Climate which no European constitution could bear; and even if they had succeeded in the first instance, a constant waste of Men, and the necessity of a perpetual supply, would have been the inevitable consequence. The Kingdom of Chili, on the contrary, offers a Climate, the salubrity of which is not to be surpassed, and scarcely to be equalled by any Country in the old World; while the abundance of its resources, as to grain, cattle, horses, mules, wine, hemp, and many other articles of necessity and comfort, render it to a philosophic eye a much more tempting prey, than those Countries which so far exceed it in gold and silver. It is indeed the comparative want of those articles that, in the opinion of the Proposer, gives it a decided preference; as that very circumstance awakens a hope of our being able to retain it after a Peace. Here, however, it may be necessary to observe,

that by the Kingdom of Chili is meant only the extent of Coast from the River Biobio, (which forms the Boundary to the South, agreed upon between the Spanish Government and the Indians,) to the Desert of Atacamas. This Territory may be estimated at about 700 miles in length, and 90 in breadth: an extent most assuredly far exceeding the cultivated parts of Egypt.

This Kingdom of Chili is in fact the Granary which supplies the apparently rich Country of Peru with the necessary article of wheat. At the Port of Valparaiso it is sold for exportation to Lima at so low a price, that the Freight from Chili to Peru (a short Coasting Voyage of 400 leagues) considerably more than doubles the original purchase. We may here take occasion to observe, that although a bushel of wheat at Valparaiso sells for one dollar, or 4*s.* 6*d.* English money, it is by no means to be inferred that this is not an extremely low price, when compared with the average value of grain in Europe. A pound of iron, which in this Country is purchased for one penny, brings one dollar at Chili. It would be therefore as unphilosophical in us to form our judgment of the price of grain in Chili, from the ratio of silver that is required to purchase it there, as it would be in a Chilesse to estimate the comparative value of our grain from the number of pounds of iron required to purchase, or to give in exchange for, a bushel of wheat *here*. In estimating the value of this, and every other commodity at Chili, we must indeed be careful to keep in view the low price of silver and gold in that Country; or, in other words, the abundance of the articles which form the common media of exchange. To an European ear the number of dollars will by no means convey a just idea of the commodity for which they are given in South America; and we can arrive at the true criterion only by attending to the relative value which the productions of different Countries bear to the prices of labour in the Country where they arise. Thus in Great Britain we know that a common labourer, by the severest exertion, is unable to earn 3*s.* 6*d.* per diem, or half a bushel of wheat. But the loiterer in Chili, who amuses himself in washing the sands of the Rivers, is able to obtain in two days the value of a dollar in gold dust. Here then we see the comparative cheapness of the article of wheat by the little expense of manual labour at which it is procured.

Of the advantages to be derived from the Enterprize, I beg leave to represent, that the procuring a Port for the South Whale Fishery (which might be carried on to great advantage,) close to all the Shores of Chili, either on the Continent, in the Island of

Chiloe, or even at Juan Fernandez, would be no inconsiderable object; though much inferior to that of being able to disseminate our Manufactures through the wide extent of South America by means of the Indians; and, by introducing them at a cheap rate, to excite a more general taste for them through the Country. Notwithstanding the geographical position, the Regions even under the Equator, by their great elevation, require all the warmth of European clothing; while the Towns and more polished parts of the Country would demand a very large supply of the finer goods of Europe and India.

To whichever of the fabrics of the latter description, whether to the firm textures of India, or to the cheaper and almost equally specious imitations of them made in England, the taste of the Natives might incline, the advantage would be equally great. By absorbing a large quantity of the goods of India, the competition between these articles and the manufactures of Great Britain would be lessened; or by occasioning an additional demand for the latter, the dissatisfaction of the Manufacturers at home would be obviated. Even should a decided preference be given to the former, and though the European importation of them should not be lessened, we could not justly envy either that or any other advantage to a Country from which we draw such ample supplies. Even the importation of tea into Chili, though not an immediate branch of Trade from this Country or its Indian Possessions, might, however, prove of essential service, as giving employment and offering encouragement to a vast number of Seafaring People in the carrying a Trade avowedly of the utmost consequence to a Nation whose very existence depends on the strength of its Navy, and a supply of active and experienced Seamen. Our woollen, iron, steel, lead, cutlery, hardware, watches, glasses, hats, and the infinite variety of articles which fashion or example might introduce; conveyed from Chili to Peru and Mexico, and over the Andes to Buenos Ayres, and Paraguay, on droves of mules, (which is become a separate and considerable branch of Trade), would appear like gifts to a People who have hitherto only received them loaded with the multiplied exactions of the Ports of Cadiz, Vera Cruz, Lima, and Concepcion, and which have put them beyond the reach of the greater part of the People. The policy of Spain has not seen the advantage of preferring a small gain on an immense population, to an exorbitant monopoly operating on a few: in consequence, the revenues of Chili do not cover the expense of its Civil and Military Establishment, though

the latter, according to the largest statement, does not exceed, independent of the Garrison of Valdivia, 1240 Men.

The returns to Britain would be chiefly in gold and silver, and the wool of the Vigogna, Lima, and Pacao; which would give a new value to our great staple, (which exists at present by the sufferance of the export of Spanish wool), and in some other matters of curiosity. I must not however omit the bark of Peru, so celebrated in medicine.

The Commerce between Chili and India would be carried on in all the variety of cottons; in shawls, sugar, spices, and tobacco; and the returns made in gold, silver, dried fruits, leather, and copper, of most excellent quality. The quantity of this might be regulated, and would not interfere with the Exports of the East India Company, as a certain quantity of fine copper of Japan is constantly imported into India.

Chili would send corn, wine, butter, salt meat, fruits, leather, and hemp, to the Cape of Good Hope. It may be doubted whether it would be prudent to discourage the produce of that Country; but no disadvantage could arise from its being known to the Dutch Settlers, that such things might be easily procured if they did not supply them. I know of nothing that the Cape has to give them in return.

The Island of St. Helena might be cheaply and abundantly supplied with all kinds of provisions, and the Settlement in New South Wales might receive from Chili numberless articles of grain and cattle, of which it cannot as yet produce a sufficient quantity to maintain its Inhabitants.

[To be concluded in our next.]

MR. EDITOR,

IF the accompanying gives satisfaction, it will please your well-wisher,

T. M. B.

Royal Marine.

IT is the Inscription on the Stone placed over the Remains of Admiral Benbow, in Kingston Church, Jamaica; his Grave lies near the Altar, in the middle Aisle, which rises one or two steps about twelve feet before you arrive at the railing; it is a plain blue Stone, laid horizontally; on the head of it, and in a circle, are his Arms, which chiefly consist of bended Bows and Arrows; the representation of which I forgot to sketch when I copied the following Inscription:—

HERE LIE THE REMAINS
OF
JOHN BENBOW, Esq.

ADMIRAL OF THE WHITE;

A true pattern of British Courage, who lost his Life in defence of his Queen and Country, Nov. 4, A.D. 1702, of a wound received in his leg in an Engagement with Monsieur du Cassc. He died lamented.

PHILOSOPHICAL PAPERS.

*Letter from Mr. THOMAS EARNSHAW to Sir CHARLES
MIDDLETON, Bart.*

SIR,

No. 119, High Holborn, Nov. 27, 1797.

AS one of the Commissioners of Longitude, I take the liberty to send you a Copy of my Petition, which I mean to lay before the Honourable Board at their next meeting.

I have to hope you will not think the same too tedious, as the length of it is owing to the many facts which it contains, so necessary to prove the justness of my claim to public reward.

In the year 1792, I presented a Petition to the Board, which I was so unfortunate as to have misunderstood: to prevent a similar accident to my present Petition, I have sent a Copy to each Member, that they may peruse the same at their leisure, and have an opportunity of making themselves thoroughly acquainted with its contents, being well satisfied of the support of every Member, as far as the grounds of my claim shall appear just.

On reading the printed observations of Sir Joseph Banks, on Mr. Mudge's Petition to Parliament, I find the following:—
“ That if Mr. Arnold could only have received common Salvage for the Ships that have been saved from Shipwreck by the use of his instruments, there is little doubt that he would at this time have been, in point of pecuniary circumstances, much above demanding, or receiving a reward, even out of the money of the Nation.”

If the above observation in respect to Mr. Arnold is just, which it most certainly is, with how much more force does it apply to me, the rates of whose Time-keepers have so far excelled Mr. Arnold's, I must leave to the good sense and justice of the Honourable Board to determine.

And am, with great respect,

Your most obedient humble Servant,

*Str Charles Middleton, Bart.,
Admiral of the White Squadron.*

THOMAS EARNSHAW.

The humble PETITION of THOMAS EARNSHAW to the Right Honourable and Honourable the COMMISSIONERS of LONGITUDE.

MY LORDS AND GENTLEMEN,

IN the year 1791 I petitioned this Honourable Board, most humbly praying that they would be pleased to grant me some aid, agreeable to the Act of Parliament, to enable me to persevere in my pursuits and experiments for the better discovery of the Longitude by Time-keepers, which aid I did not obtain, and had the mortification of seeing the Pieces of Mr. Josiah Emery, an inferior Mechanic, accepted and tried before mine, which I confess very much damped my ardour, and laid me under the necessity of obeying the common and ordinary calls of my business, such as making common clocks and watches, and mending old ones, for my support. My time being thus taken up, has caused many to observe, that I might have been much better employed, and more to the service of the Public, as the Time-keepers I have made fully prove; and thus being obliged to follow the common tract of my business for want of aid, verifies the assertion made by the Committee of the House of Commons appointed to try the merits of Mr. Mudge's Petition, who said, "that it was to be feared few Artists would quit the certain gains of their profession, to enter into things so discouraging and precarious:" but seeing the reward given by Parliament to Mr. Mudge, spurred me on, and awakened that spirit which had long slept: this, together with the bad going of Mr. Emery's Time-keepers, made me resolve to offer to the Reverend Dr. Maskelyne, Astronomer Royal, one of my Time-keepers for trial, which he accepted, on the 4th day of January, 1796, and compared it daily for twelve months, agreeable to the Act of Parliament; and if held to the strict letter of the Act,

allowing no rate, my Time-keeper has gone greatly within the narrowest limits of the Act; as its greatest error, from mean time in twelve months, is only $1^{\circ} 56' 46''$; whereas the Act only demands the Time-keeper should not err two minutes in six months, and gives a reward of ten thousand pounds.

But if a rate is to be assumed for the Time-keeper, then I believe it will be found not to have exceeded the widest limits of the Act, which gives a reward of five thousand pounds. I am well aware the Act demands two Time-keepers to be tried for two years, and that I have only delivered one to the Astronomer Royal, and that has been only tried for one year: the greatest objection therefore that can be made on this head is, that I have only performed one fourth of the task prescribed by the Act. If so, I hope this Honourable Board will think it fair that I should receive one fourth of the wages so allowed by the Act, which says, "if at a future period the full terms of the Act shall be performed, then the sum or sums before granted, to be a part of the whole." But on further consideration, when one Time-piece is made, and has undergone two trials in the East Indies under the care of Captain Gray, of the *Rose*, East Indiaman, and found to answer his utmost wishes, as well as this last trial made by the Astronomer Royal, I trust this Honourable Board will allow that its good going depends on its principle, and not on accident, and that consequently the greatest part of the work is done, as certainly the main part lies in the invention; and as further proof of this, I beg leave to mention the going of the other two Pieces of the same construction, one of which has been tried by Captain Simpson, of the *Carron*, East Indiaman, who says in his letter to me, "Your Time-keeper has measured three times the circuit of India, and once to China, within the error of thirteen miles, which is more than I ever knew any one do before." Another, tried by Mr. Butt, a Gentleman of Science, living in Dover Place, Newington, tried for two years successively, and has kept within the limits of the Act: and as this last tried by the Astronomer Royal has gone better than those made by the late Mr. Mudge, in the proportion of two and five, I flatter myself that this Honourable Board will think it a just ground for the hopes of reward: and this better going of my Time-keeper fully proves the justice of the assertion made by a Member of this Honourable Board, saying, "that to reward Mr. Mudge, would evidently be rewarding the inferior and neglecting the superior Mechanic."

Having in this last, and many other trials of my Time-keepers,

fully proved their superiority over those made by the late Mr. Mudge, not only for their better going, but their cheapness, on account of the simplicity of their construction, which renders their performance much more to be depended on: this being so well proved to many who have tried them, I am persuaded by my friends to petition this Honourable Board.

And do therefore most humbly pray of you, my Lords and Gentlemen, that you will be pleased to take the going of my Time-piece, lately tried by the Astronomer Royal, into consideration, and grant me such aid or reward for the same as in your wisdom and liberality shall seem meet respecting myself: well assured, that such of you, my Lords and Gentlemen, as were for rewarding Mr. Mudge, on account of the good going of his Time-keepers, will be as warm Advocates for me.

THOMAS EARNSHAW,
119, High Holborn; Nov. 27, 1797.

MY LORDS AND GENTLEMEN,

IT may be necessary, in addition to the above, for me to say something of the superiority of my Time-keepers over those made by Mr. Arnold; I have therefore to observe, that in the year 1791, Captain Bligh having obtained leave of the Admiralty to purchase a Time-keeper, at his request a trial was made by the Astronomer Royal of my Time-keepers against Mr. Arnold's: mine were three small pocket Time-keepers, at the very low price of forty guineas each; Mr. Arnold's were three box Time-keepers, suspended in gimboles, at the price of eighty guineas each, two of which he made for this Honourable Board, ordered for the use of the unfortunate Mr. Gooch; and although my Time-keepers were so small, and only at half the price of Mr. Arnold's, they were found to go better than his; and one of mine was taken by Captain Bligh on that account.

The Astronomer Royal thought proper to purchase one of the above-mentioned pocket Time-keepers of mine for this Honourable Board, for the use of Mr. Gooch on his then intended Voyage. This small Time-keeper, though almost constantly worn in the pocket, was found, during that Voyage, far to excel Mr. Arnold's box Time-keepers, which were always kept in a horizontal position. This decided superiority of my Time-keeper can be proved by Mr. Whitby, Master of His Majesty's Ship the *Discovery*, who received the Time-keepers after the decease of Mr. Gooch; and who, in consequence of its superiority, sent an order to me by

Lieutenant, now Captain Broughton, for one of the same sort, which Captain Broughton took with him in the Ship *Providence*, when he last sailed from England: Captain Broughton likewise took with him a new box Time-keeper of Mr. Arnold's, at eighty guineas price; and here again is another *decisive proof in my favour*, as the Pieces of mine which were tried in this Voyage with Captain Broughton, were found to excel Mr. Arnold's, which can be proved by letters from Mr. Crosby, Astronomer on board the same Ship.

Another comparative trial happened at the Royal Observatory, Greenwich, between a small pocket Time-keeper of mine at the price of thirty-five guineas, against another box Time-keeper of Mr. Arnold's, at the price of eighty guineas. On the excellent going of this box Time-keeper Mr. Arnold made great boast, saying it had gone better than any Time-keeper whatever; but on comparing its rate with that of my little cheap Watch, it was found to be inferior to it, although Mr. Arnold's held a most capital rate. This Time-keeper of Mr. Arnold's was immediately afterwards taken on a Voyage to the East Indies by Captain Cheap, of the *Britannia*, East India Ship, and unfortunately for Mr. Arnold, a Mr. Barrow, then Chief Mate of the *Britannia*, but now Captain of the said Ship, had another little Time-keeper of mine at the price of thirty-five guineas, which likewise excelled Mr. Arnold's; so that this boasted box Time-keeper of Mr. Arnold's, at eighty guineas, was beaten by two small pocket Time-keepers of mine at the low price of thirty-five guineas. From these and many other proofs which I can give, if called on, of a decided superiority over Mr. Arnold, I trust, that as Mr. Arnold has received great sums of money from this Honourable Board, on account of his abilities, that they will not suffer superior merit to go unrewarded.

In July 1796 another comparative trial was demanded by the Admiralty, of the excellence of the Time-keepers of the following different makers:—Arnold, Mudge, Brockbank, Barrand, and myself. This demand has been fulfilled, and the trial made by Mr. Whitby, on board the *Sans Pareille*, and reported to the Admiralty accordingly: the result is, that a common Time-keeper of mine, at the price of sixty-five guineas, has beat them all, although the price of three of those tried against mine was ninety guineas each. Lord Hugh Seymour had likewise a small pocket Watch of mine, at the price of twenty guineas only, which was not inferior in going to those expensive machines made by my antagonists.

I was informed by the Astronomer Royal, at the last meeting of

this Honourable Board, an objection was made against rewarding me on the following head:—"That there were many Time-keeper makers, and the prices they charged for them were a sufficient reward, without bestowing any of the public ones." To this I answer, that the prices charged for Time-keepers are no more than to produce the ordinary profits of the trade as on other articles; and the reason there are so many makers, is owing to the *simplicity and excellence of the plan on which I have constructed them*, which renders them so cheap, and easy to be made, and which has brought them into such *general use*; and surely the Man who has done this is more deserving of public reward than those who have spent the main part of their lives in making only four machines, *so complex as to prevent accurate going, and so expensive as to render it impossible for them ever to come into general use*; and as all the Time-keepers that are now made of any note are made on my plan, by Arnold, Brockbank, Barrand, and others, however well they may go, it is still doing honour to, and proving the *excellence of my Invention*, and I am therefore persuaded that after this explanation this Honourable Board will not urge *that as a reason against me*, which ought to give me the strongest claim to public favour; namely, that of having by the labour and study of eight years invented and brought into general use Time-keepers so simple and excellent, which have been repeatedly proved to be much better and cheaper than all others, and upon a construction which is now followed, used, and copied by the Trade.

Note.—Mr. Harrison spent forty-five years in bringing his plan to bear; the price of his machines were ten times that of mine. Mr. Mudge spent twenty years in the same pursuit, and the price of his machines are three times that of mine, and are proved to be much inferior to those made by me. THOMAS EARNSHAW.

AMIDST the Reform which is at present going on in every part of our Naval Department, we have thought it would prove particularly interesting, especially to our Professional Readers, to peruse some Extracts from a Book long since out of print, entitled *Naval Speculations, and Maritime Politicks: being a modest and brief Discourse of the Royal Navy of England, and of its Economy and Government*, by HENRY MAYDMAN, 1691. Dedicated to the Earl of Pembroke, First Lord of the Admiralty.

These Extracts are taken from the third Division of Mr. Maydman's excellent Work, (page 61,) entitled *The Yards*; and also from the eighth Division, (page 229,) styled, *Of the Seminary for Breeding and Maintaining of Seamen*.

The Yards.

1. *The Commissioner.*
2. *The Clerk of the Checque.*
3. *The Master-Builder.*
4. *The Store-Keeper.*
5. *The Master-Attendant.*
6. *The Clerk of the Survey.*
7. *The Warrant-Officers in Ordinary.*
8. *The Purveyors.*

First—The Commissioners formerly, if a Captain brought in his Ship, and was ordered to turn over his Company into another; the Commissioner seeing the emergency of the occasion, and that it was for the advancement of the Service; and that his Hands were enough to clear the former Ship, and fit her for the Dock against the approaching Spring, or to clean her on the ways; and, at the same time, also to ballast, rig, and store the other, that so the Service might not be impeded or disappointed, the Hands at the Dock prepared, and the Dock to receive her: I say, that they be not forced to be employed another way, and the Dock lie void, and a Ship full of Stores and Tackle lie by, for want of Hands to clear her: the Commissioner would immediately, either by word of mouth, or order in writing, order, that so many of such a Ship's Hands do this, and so many that, which was accordingly done: but of late, other proceedings have been, and clean contrary: nay, I doubt, to further the Service, the Commissioner hath been constrained to advance the money imprested for the Yard, to pay the Men for doing it: and also, the Captain to refuse to let some of his Men to hoist out the provisions, which he left in the former, to put into the new-fitted Ship, without money to pay his Men for it; if the Commissioner have protested he had no money, the thing so lies undone, and the provision lies in the Ship, until his good-will comes, or that he could not victual the other without it; and, at last, sendeth some Hands for some of it; and the rest, with the ballast, guns, and stores, lies in her till she have slipt one Spring; and, with very great difficulty, may

be gotten into the Docks the last Tide of the second Spring, the Dock lying empty all that while, and the Hands prepared for her, for a shift, turned to some other work. O prodigious proceedings! by one handful may be known the whole sack.

How far a Commissioner's authority runs in respect to a Captain now, I do not pretend to know; but formerly I have known it extended even to the ordering all his Ship's Company in Harbour, as he thought good, for the advancement of the Service: nay, if the Captain (in spleen) would under-rate any Officer, Seaman, or Servant, to prejudice him, the Commissioner would do him right; and if the Captain should abuse any Officer, or use any unreasonable Command towards any Officer, or any of his Company, upon his first knowledge thereof, he would reprehend the Captain; and if that were not enough, he would acquaint the Admiralty therewith, and become an Advocate to procure justice for the wronged Party. I am sure he is sworn to do justice, as a Justice of Peace is, and to act so between the King and Subject, in all matters under his cognizance; and the like between Subject and Subject, or else I am mistaken. But if the Captain's Commission be now too high for his reach, I know not, but will refer it to those who gave them both. But this I know, that the Service is lame, and halts shrewdly thereby.

The Commissioners of the Yards have been of great use and service to the affair; but how they are now, I have so lately given you a handful out of a full sack, that there is no farther need to declare.

Secondly—I come now to the Clerk of the Checque, who is an Officer of great trust, and musters and checques all Men, both in the Yard Harbour, and adjacent Roads, where he can come conveniently, as his instructions import: he casts up all Men's wages for their Services; makes and delivers books for their quarterly payment, and checques all absent time: he makes out bills for all manner of Stores: he gives Warrants to the Victuallers, to issue victuals to all Ships' Companies, both ordinary and extraordinary, called Petty Warrants; and he is the Cashier to pay all contingencies of the Yard, viz. petty emptions, and all other emptions and contingent charges; and the Commissioner's bills, with the Parties' receipts, are his vouchers, to clear the imprest bills granted him, which are great sums. His Office consists of many intricate and difficult parts, and requires an expert Clerk; one that knows the rules and methods of the Navy; a Man of good judgment in business, sharp-sighted, and crafty, to prevent the shifts, shams,

and cosenages, that else will be put upon him; of skill to discern the goodness and right qualities of the Stores served in; to be vigilant, and watchful, that the Men be not out of the Yard when they should be at work; or purloining and embezzling the King's goods; nor be not in their beds, or at ale-houses, whilst they should be attending the work of their nights and tides, and yet be paid for it: and, in fine, to be a vigilant, painful, honest, and withal a very just Man; or else he may do many Men much wrong, and discourage many good Men.

This Officer is of that general use, that he had need be endowed with as many good parts as can be found to be gathered into one Man; I mean, endowments of the soul; as, faith, justice, charity, and all spiritual graces: and of the mind; as wisdom, patience, affability, and all the intellectual graces: and of the body; as temperance, chastity, labour, and industry, vigilance, and carefulness; and a true observer of the methods and rules of the Navy and Yards; and no breaker of those rules, that are prescribed him in his instructions, which are, or should be, as a table of commandments to him; and, in fine, if he be not well skilled and qualified, as he is in a station of much service, so may he do much disservice. As for instance, if he be a Man of no skill or knowledge in Maritime Affairs, (viz. a mere novice to all that Affair,) no good Clerk nor Accomptant; and in the general of negotiating, and doing of business, a novice; that is incapability enough to make him useless; and rather, nay, is extreme hurtful to the Affair. For, if the King must put in novices, and pupils, into places of business and trust, and to endure the damages that ensue by it, and wait for their improvement, and fitness for it; then Children were fitter for it, they may come to maturity; but if to the other unqualifications, he be fraughted with ill temper, peevishness, creeping hypocrisy, passionate, troublesome, malicious, and revengeful, full of tricks, intrigues, and designs, self-conceitedness, angry with one that does not flatter him, and that hath not the same opinion of him that he hath of himself; plotting and designing to enrich himself by new methods of his Office, breaking his instructions like cobwebs, with whom lies, and denials of truth, are as frequent as kisses at a wedding; and, in fine, makes every one swear to negotiate with him, to save himself harmless; except he learn to procure, and have ready in his pocket, the key to unlock his temper, to have a dispatch suitable to his time and occasion; I say, such a Man is put in the fair road to do exceeding great damages to the Affair: but to particularize the evils ensuing,

were too tedious to number; and therefore I will leave him in the good conceit he hath, that he that preferred him will not fail to support him: let business either truckle or slide, his ends and designs are sure to effect. I must needs say then, that the weight of the burthen is too heavy for the Nation to bear; and will make it groan, if many such are shuffled into business of moment, to serve private ends.

Thirdly—The Master Builder, who has the over-sight, and all the direction and contrivance of the building of all Ships, Boats, Vessels, Docks, &c. under the inspection of the Surveyor, and Helps: he hath a sufficient Architecture, called his Assistant, Foreman, Master Caulker, Master Joiner, Master Boat Builder, Master Mast Maker; and all, in their distinct Stations, execute his orders, and are material instruments under him, to carry on the machines, which he receives orders for from above. Yet he is not so absolute, but the Commissioner upon the place is his superior Officer, and may supersede, if he sees necessary; and is an overseer and comptroller of him, and all other Officers in the Yard: obedience he may command; but let him take care it be for the promotion and advantage of the Service, and all is right.

This Master Builder, I say, is the head of all the Shipwrights, Mast Makers, Joiners, Boat Builders, Carvers, Painters, &c., and is a most material Officer of trust; he and his Assistant, signing for all materials to the Store-keeper, for the issuing them; who appropriates and appoints what Services they are issued for, by notes, or bills of issues, by his Clerk allowed him, with an Office for that purpose. Yet I take notice of an error in it; viz. that although he does give a bill for the said issues, and therein specify for what Ship, &c. it is to be expended upon; and the accounts for that work are so placed on the said Ship, or work, with the wages thereon, in the accounts sent to the Surveyors' Office: yet it is not practised to take the Parties' hands to the receipt of the said materials issued, who receives them, viz. the Carpenters of the Ships, Foremen, or Overseers of the said work; so that they know not what orders of appropriation are issued for that use; and thereby is left a latitude, to divert the said materials to any other use, and may prove a great abuse to that Ship or work; and may make it swell in the Surveyor's Office, where the Board has only the view for their satisfaction, to give the Admiralty account thereof: and I may say, be a disestimation on the Contractors for the former building, or repairing the said Ship or work, and prove to be an untrue representation of the Affairs to the Board and

Admiralty; and is an open door for many evils to enter at, which otherwise might be shut. The evils are too many for me to mention, but may easily be conjectured.

And here I cannot let slip one great evil in the Navy, viz. That a Ship which has been built out of the King's Yards, when she comes into the said Yards to be repaired, she shall be cobbled up, and disregarded, and disparaged at a strange rate by every Builder, Assistant, Foreman, nay, every ordinary Shipwright, in favour and imitation of what their Master Builder saith of her; even he, I say, hath also a stone to cast at her; and all this happens to her, because he that built her is not in request in the King's Service at that time: but if he were, then may he write to that Dock and Yard to be kind to her; and by that is understood the meaning, viz. to give her due repairs, and to spare no costs to fit her forth. But if she hath no Friends, as I said, or Father, (as they call it,) she may be had into the Dock, and bungled up at a slighting rate, and turned out again, without having her full repairs and adornings, and put on float to be done there; the which often lies undone, and she is left open for the weather to destroy her: her scuppers also may be left unset, whereby the water runs down her timbers years together; the bolts undrove; not coats for the masts, nor tarpaulins to keep her dry; also not good caulking, and abundance of work undone; the which the Builder says he can do in an instant; but the Ship being not wanted to be immediately fitted out, she is thus laid by; and the Builder certifies to the Board that she is ready for the Sea, when she wants two or three hundred pounds worth of work to be done to her; and when she is ordered to the Seas the work is to do: and so do they work over one another's backs, and hinder each other; which is a loss to the King, and a great cause why Ships are so long equipping, there being a mystery under it, which ought to be discovered.

Now all this while here is a latitude left by this method, as I spake of, for the iron work, timber, and materials, &c., to be spent on a beloved or a favourite Ship, as they call it, and placed to the account of the other, who all this while lies rotting and decaying shamefully, for want of careful preventions.

As for the preservation of Ships after built, I account it the most necessary and needful charges, and that ought most especially to be regarded, before the building of new Ships; for every hundred pounds well laid out for preservation of Ships, is of more service than two thousand pounds laid out upon new Ships, let it be

managed; never so well: for I would fain know wherein the wisdom and prudence of that Man lies, who, having two houses required for his use, of equal bigness, they being in decay, and that every hundred pound laid out upon repairs of one of them, turns to more account for his profit, and readier for his use, than five hundred pound laid out upon a new one: and the other, being lately repaired, or built, and wants only some small expenses to be upon it, to preserve it for his use, at all times of need to be ready; and every hundred pound he layeth out upon that's preservation, turns to his account of profit more than two thousand pound laid out towards building a new one; and yet notwithstanding he will neglect the other, and build it new; for that his chief Steward, or else his Master-workman, has blinded his chief Steward, who have large private interests in the building of new, or else their interest runs like two lines from the circumference to the centre. I cannot forbear to be thus plain, that Navy Ships, I fear, have been too much neglected in their preservation, and that Builders have not been without their blame; and that so small intrigues are, and have been, carried on for the building and repairing of Ships, I am well satisfied thereof.

I confess this matter, as many particulars of great weight, and also that of the Purveyors and Contractors, may require a long discourse, and would be matter of discovery of divers mysteries; but because I have an eye to my former promise, not to expose the Affair, nor any person therein, to the view of the World; and that I do not affect the title of an informer; but so as to cast a willing mite into the Treasury, for the support of the order and government of the Navy, whereby it might be easier maintained (as to the vast expense, and immense charge thereof) by the Nation, and serve the right ends: viz. to preserve and maintain the honour and wealth of the Nation; and by a progression to increase it, that they be not obnoxious to the insulting, or conquest, of their neighbours, who design no less, which is my chief end herein.

Now as for the Builders, Assistants, Master Caulkers, Master Joiners, Master Mast Maker, Master Boat Builder, Master House Carpenter, Shipwrights, Labourers, Sawyers, Tool Grinders, and Setters, and all the Artificers and Workmen, belonging to the respective Works, being under the inspection of the Master Builder and Assistants, having not time to descend into small particulars, I will say no more here; but that the Master Carver, Anchorsmith, Locksmith, Painter, and Purveyor of small Stores, or petty emptions, they being all Contractors, I will say only as I

before and of the right appropriations of the Stores, and true qualifications thereof, that the door be shut against any evils that may come in by fraud, or wrong application of the said Works: which brings me,

Fourthly—To the Store-keeper's Office, who is also of great trust in his receipts and issues of all manner of Stores; who gives also security for his Office, to pass his accounts, debtor and creditor, with the Clerk Surveyor, or with the Clerk of the Comptroll, which was an Officer settled of late years in every Yard, and a Head Office thereof at London. And therein was found out an employment for a Commissioner of the Board; but that being only a branch of the Surveyor's Office, it never appeared to me of any use; but as hiring Men to mud the water, so it hath been for some time since discontinued at the Yards: but the Office aloft is continued; where many lines and columns of Stores are made, for the balancing of Store-keepers' accounts: yet that heretofore, and now, ought to be kept by the Clerk Surveyor; but he finding ease thereby, may be silent. The Store-keeper, I say, with his Clerks and Subs., are to be minded, that he, nor any of his Instruments, shall be negligent in their attendance, but be ready to make dispatch in their issues, and not to be morose and short in their answers, and prolong the time in effecting the import of the notes and bills, that are signed to them by the Master Builder, his Assistant, Master Attendant, or Clerk of the Sarvey, (for they all sign upon them respectively); but that Boatswains, Carpenters, &c. must give long attendance for dispatches, protracted for lucre, many great evils ensuing to the Affair thereby: yet the Commissioner is commonly to and again; and if he be short-sighted, and willing to give himself the trouble, will apply a seasonable spur, as well to them as all other slow proceedings; which is a great branch of his Office, to quicken, spur, and enliven the whole Affair within his jurisdiction.

(To be continued.)

MR. EDITOR,

London, 18th August, 1805.

AS various opinions have been entertained respecting the resistance of a plane moving through non-elastic fluids, the following experiments with a square iron plate, containing 144 superficial inches, immersed in water to the mean depth of six feet, may probably throw some additional light on so interesting a subject.

In the annexed Table, the first column contains the velocity of

the plane in feet per second; the second, columns of water, the base of each being one square foot, and their respective altitudes equal to the space a body must fall to acquire the velocities of 1, 2, 3, 4, 5, 6 feet per second; the third, the weight of the different columns in pounds avoirdupois; the fourth, the resistance of the plane by experiment; the fifth, the differences between the theoretical and experimental resistances; and the sixth, the minus pressure found by experiment.

From whence it appears, that the difference between theory and experiment should in this case be attributed to the minus pressure.

TABLE.

Feet.	Feet.	lbs.	lbs.	lbs.	lbs.
1	0.0156	0.975	1.295	0.320	0.1629
2	0.0621	3.886	5.986	2.100	0.6278
3	0.1399	8.743	10.931	2.188	1.3668
4	0.2487	15.543	19.048	3.505	2.361
5	0.3886	24.287	29.279	4.992	3.591
6	0.5596	34.975	41.585	6.610	5.045
7	0.7616	47.603	55.927	8.324	6.707
8	0.9948	62.175	72.27	10.095	8.563
9	1.2590	78.69	90.59	11.90	10.607
10	1.5544	97.15	110.86	13.71	12.82
11	1.8808	117.82	133.05	15.23	15.22
12	2.2383	139.90	157.20	17.30	17.90
1	2	3	4	5	6

I remain, &c.

C. B.

PLATE CLXXXV.

DESCRIPTION OF, EXTRACTED FROM COMMODORE WILSON'S JOURNAL.

*The Suffolk, from China toward England,
Wednesday, 9th March, 1757.*

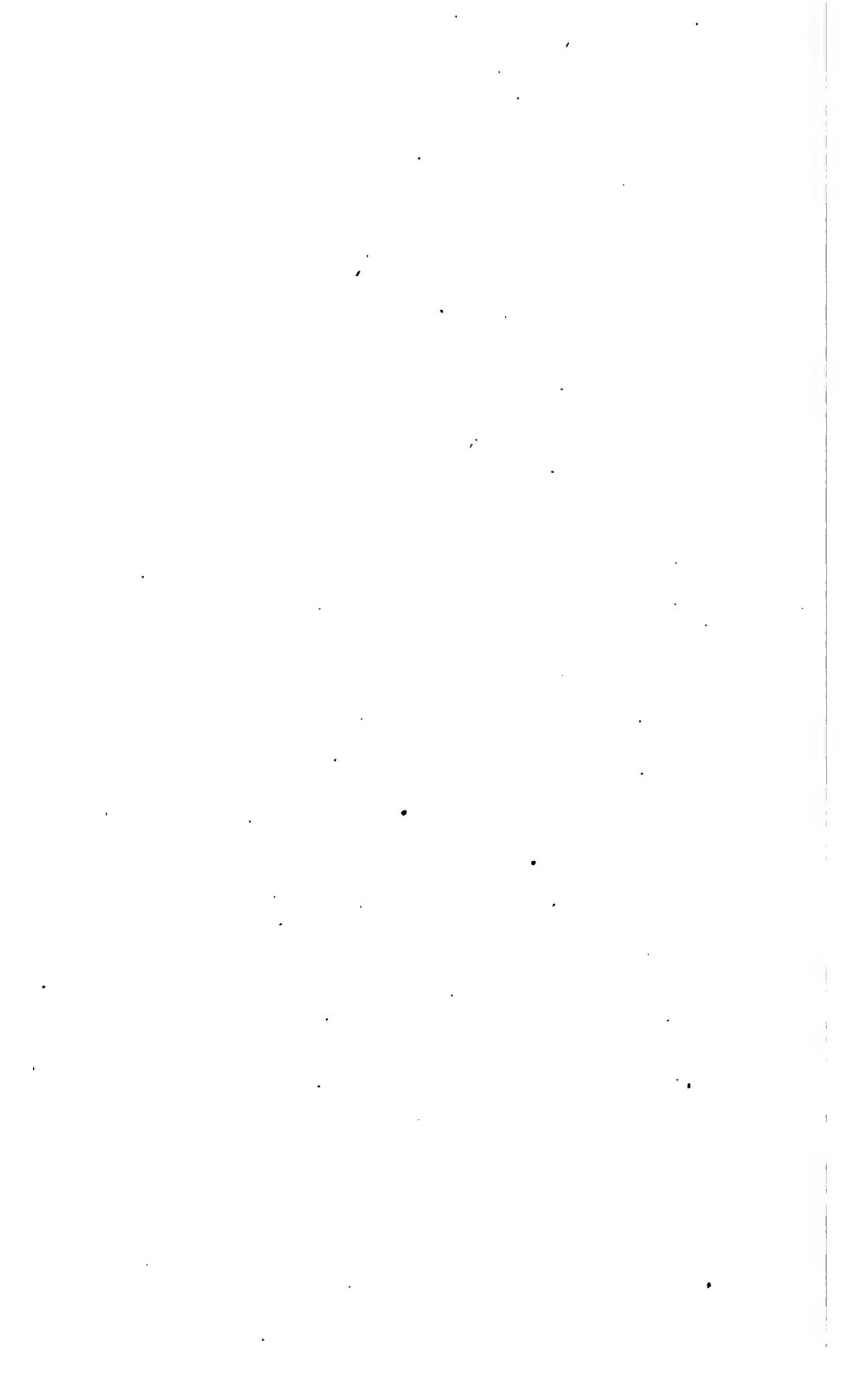
AT three P. M., being in latitude $35^{\circ} 4' S.$, and about $6^{\circ} 30'$ to the eastward of the Cape of Good Hope, saw two Sail from the mast-head bearing west, distant about six leagues. We immediately got up top-gallant-masts and yards, and made a clear Ship; there being very little Wind, and the Houghton near us, Captain Walpole came on board: perceiving the Ships to stand towards us, I determined to bear down to Captain Hutchinson, who was about a league to the E. S. E. of us, and as it would be dark by the time we came up with him, then to stand away north





Commodore Wilkes's squadron with her, bound. Nov. 1841.

Commodore Wilkes's squadron with her, bound. Nov. 1841.



till twelve o'clock, and afterwards to haul up to the westward. Having spoken to Captain Hutchinson, we accordingly steered north with all our sail. I guess that the Ships suspected our design, and shaped their course accordingly; for at half-past eight we saw them about four points on our larboard quarter, distant about three leagues, the night being extremely clear, and the moon just past the full. At ten they had neared us considerably, keeping directly after us. Being now certain that they saw us, we hauled upon a Wind to the westward, to observe if they would continue the Chase, which we soon found they did, sparing us a great deal of sail, and weathering on us considerably.

Believing they were determined to speak with us, and not having it in our power to prevent it, we continued our course to the westward with them about a league on our weather beam, got every thing ready for an Engagement, and kept our Men at their quarters. At dawn of day we hauled up our courses, took in top-gallant-sails, and stowed our stay-sails. Being Commanding Officer, I hoisted the broad Pendant, and we all spread our Colours at the same time. I made the Signal for the Line of Battle a-head, which was presently formed. As the day broke we could perceive the Ships to be French, although they did not hoist any Colours, the largest being a Two-decker, with 14 ports in her lower tier; the other looked very small, compared with her, being long, but extremely low and snug, very much like His Majesty's Ship the *Lyme*. They layed to under their top-sails near each other, as if speaking together, in which position they continued till towards seven A.M., when they let fall their fore-sails and bore down directly for us; but before they came within gun-shot they hauled up three or four points, to avoid being raked by our broadsides, on which we immediately made sail to keep them on our beams. About this time the *Godolphin* being near us, I ordered all our People up from their quarters, and gave them three huzzas, which they as cheerfully returned. The French observing that we did not choose to let them come down without the opportunity of raking them with our broadsides, set their main-sails, and hauled their Wind to the W.N.W. We immediately set all the sail we could crowd (in which our People were extremely alert), and hauled the Wind after them: they outwent us under courses and top-sails, and having spoken to each other, tacked and hauled their Wind to the S.S.E., passing us somewhat out of gun-shot. When they had got so far abaft our beams that our guns would not bear,

they hauled up their main-sails, set top-gallant-sails, and bore down directly for us; on which we hauled up our courses, took in top-gallant-sails, wore, and hauling up to the S.S.E., brought them on our starboard beams: they now hoisted French Colours, and the Line of Battle Ship fired a shot at us, which I immediately returned: both falling short, I desisted from firing until they came nearer.

"I now went round to our People at their quarters, expressing my satisfaction at their behaviour, and repeating to them that their bravery should not go unrewarded. As the Ships came nearer down, we fired a random shot to see when they came within our reach, on which Captain Walpole began to fire his broadside, and the Godolphin followed: the Frenchmen, although just within gun-shot, hauled up to the westward to bring their broadsides to bear, which they discharged, and which were as briskly returned by our Ships, a constant fire being kept up as long as our guns would bear. All our Ships received some shot, and the largest Ship's main-top-sail being brought down, she would not keep to, falling considerably to leeward. We got about, hauled our Wind after them, and soon brought our larboard guns to bear; a warm Engagement ensued, and continued about half an hour, when the French Ships made sail and presently ran from us. I put the best face on it, crowding with all sail after them. The Suffolk going best, took the lead, Captain Walpole followed, and the Godolphin going worst, became the sternmost of our Line. When the French Ships had got out of gun-shot on our weather bow, they spoke with each other, and soon after tacked*. The large Ship seemed to work extremely heavy, and hauling altogether, fell off right before the Wind, and ran considerably to leeward before they could bring her to, when they hauled their Wind to the south-east. Before our guns came to bear we took in top-gallant-sails, and hauled up our main-sails; the French continued all their sail, but there being little Wind, and our People extremely brisk, we gave them five broadsides as they were passing. I think each of them might return us three; they met as warm a reception from the Houghton and Godolphin, who also received a smart fire from each of them.

* The two Ships which Commodore Wilson engaged, proved to be le Comte de Provence, of 74 guns, and the Sylphide, of 26. The former was reckoned one of the finest Men of War in Monsieur d'Ache's Fleet, and was engaged with the Yarmouth, bearing the Flag of Admiral Pocock, in the Action between the French and English Fleets on the 3d of August, 1758.

"As soon as the firing ceased I set all sail, making a show of standing for their wakes, hoping it would confirm them in a determination they seemed to have taken of leaving us, which I believed they intended to do, by carrying all their sail as they passed us. Finding my conjecture right, we continued our Wind to the westward, and were out of sight of each other from the mast-head in about six hours. By the shot lodged in our hulls we find that the large Ship carried 24 and 12 pounders, and the Frigate 12-pounders. It is difficult to conceive why they did not fight us close, as their weight of metal would have given them so great a superiority.

"Captain Walpole and Captain Hutchinson were very observant of my Signals, kept the Line with great exactness, and were very alert in fighting their Ships. I cannot enough commend the bravery of my Officers and Men, and am informed that the other Ships' Companies deserve equal applause. By the advantages of our third deck we fought all our upper deck guns on one side, which I believe might deceive the Enemy as to our Force."

Thus it appears that Captain Wilson, like Sir Nathaniel Dance, offered his Enemy Battle "if he chose to come down;" that when he did come, he attacked him, with the same intrepidity, nor quitted him until that Enemy fled from the Commander of an English East Indiaman. Sir Nathaniel Dance engaged and pursued the French Admiral; Captain Wilson engaged and gave chase to the Ship which was the Opponent of the English Admiral on the 3d of August, 1758. Both Commanders received the Thanks of the Honourable Court of Directors of the East India Company, for each brilliant Service. A Special Commission (bearing date the 28th of December, 1757,) being conferred on the Hero of the 9th of March; constituting him "Commodore and Commander of all Ships and Vessels belonging to, or freighted by, the English East India Company," he took his departure in the Command of the *Pitt*, Man of War, of 60 guns, carrying out Sir William Draper, Major Brereton, and two Companies of the King's Troops. Captain Wilson having thus, by an act of surprising and successful gallantry, raised himself to an honourable and important Commission, he again, with the same bravery, soon did ample credit to the judgment with which it had been bestowed. On his arrival in the East Indies he volunteered his Ship and his Services to Admiral Pocock. In the Bay of Bengal he chased, and brought to Action, a French Ship of the Line, greatly his superior in Rate and Force.

At Batavia he vindicated the rights of his Country against the Dutch, and by his firmness and spirit compelled the Governor-General to acknowledge "*that the English had a right to navigate wherever it had pleased God to send water**."

Departing thence, he availed British Commerce of the advantages which it has since derived from the EASTERN PASSAGE TO CHINA THROUGH PITT'S† STRAITS, and consecrating the Lands he discovered to the Dominion of his Sovereign, he evinced his loyalty, by conferring upon them the splendour of his Royal Name.

Having achieved what no other Commander in the Service had ever dared to attempt before him, he returned, and resigning a Commission he had held with so great honour, he had the courageous modesty to decline "Place or Pension;" and uninfluenced by vain ambition, or the desire of courting empty popularity, sought retirement in a peaceful Village, where practising those virtues which come within the reach of general imitation, he gave dignity to the walk of private life, by the pursuits of genius, the exertions of philanthropy, and the example of integrity.

Such was Commodore Wilson, whose fine qualities, eminently, but modestly displayed, ever inspired confidence in the Commander, while through life they drew respect to the Man, and now reflect that brightness on departed virtue which extends beyond the grave. Such was he, who inculcated by precept, and example too, that our Country's interest is the noblest impulse of the truly brave, and who by his own conduct evinced that he possessed not only patriotism so pure as to conceive, but a mind so noble as to embrace the grandeur of the sentiment.

Indeed his short period of chief Command presented one continued series of acts of heroic generosity, of disinterested patriotism, and of meritorious Services; Services which on very different occasions called forth the acknowledgments of the first Society of Merchants in the World, and which therefore surely draw their modest claim on the regards of Posterity.

* "The English had a right to navigate wherever it had pleased God to send water." Commodore Wilson's expression in his letter to his Excellency M. Mosel, Governor-General of Batavia.

† The Commodore named Pitt's Straits after his Ship; the Islands which form them he named King George's Island, and the Prince of Wales's Island,

Naval Reform.**FIFTH REPORT OF THE COMMISSIONERS
OF NAVAL INQUIRY.**

[Continued from page 48.]

WE likewise examined Mr. Dalley*, for the purpose of ascertaining whether any Account was kept by his, or any other Department, of the number of Seamen actually employed in the Merchants' Service; but although Mr. Dalley took considerable

** The Examination of John Dalley, Esq., Assistant Register General of Shipping; taken upon Oath 5th August, 1803.*

Be pleased to state the mode of calculating the number of Men and Boys usually employed in navigating the Vessels belonging to the several Ports of the British Empire, which are usually laid before Parliament.—In the Port of London, by examining the Entries in the Office of the Register General of Shipping, of the Reports Inwards or Outwards of such Ships as appear by his books to have been registered, and are then in existence, and taking the number of Men that appear to have been employed for any one Voyage in each Ship, which may be deemed an average: In the Out-Ports, from Annual Returns transmitted by the Collectors and Comptrollers of each Port, containing all the Ships that have been registered, and are then in existence, with their tonnage, and the number of Men by which they are usually navigated.

Do you not apprehend such mode of calculation swells the number of Seamen much beyond the number that are actually employed?—Most certainly it does; but the calculation is made upon a presumption that the Ships are all employed.

Do you not apprehend that it frequently happens that Ships remain on the Register which are not in existence?—I believe it frequently happens; but when such circumstances are made known to the Officer who grants Registers, the Owners are called upon to surrender their Register, which, if refused, such Owners are liable to be prosecuted on their Bond; and when the Register is obtained, it is immediately cancelled, and the Vessel taken out of the Register Book.

Are not the Accounts transmitted by the respective Officers of the Customs at the Out Ports frequently incorrect?—They are frequently inaccurate, by the Loss, Capture, or Destruction of Vessels, and from changes of property having been made at one Port without the knowledge of the Officers at another, and are discovered when the Returns from the different Ports are collected and compared with each other in the Office of the Register General.

How long have you been in the Office of the Register General of Shipping?—About thirty-seven years.

From your knowledge and experience, what proportion should you conceive the number of Men and Boys actually employed to bear to the number ascertained by the calculation from the registry of the Ships?—The Books and Documents in the Office of the Register General of Shipping do not afford me the

pains in making a calculation of the number so employed in Vessels belonging to England and Scotland in the year 1801, yet the basis

means of answering this question with any degree of precision. I have attentively examined them, and availed myself of such incidental information as I could collect. The number stated in the General Registry for all the Ports of the British Dominions, for the year ending 30th September, 1801, is 149,566, being the number that would be requisite to man 19,712 Vessels, if they could be all afloat at one time, according to their usual and customary mode of Navigation. Of these, 15,046 Vessels are registered as belonging to England and Scotland. They would require 124,478 Men to navigate them. From the best calculation I can make, I am of opinion that the Men in actual employment in the year 1801 were,

In the Foreign Trade.....	37,783
In the Coasting Trade.....	35,970
In the Fisheries	14,628

Amounting to.... 88,381

I cannot form any correct opinion of the number employed in Vessels of other descriptions, or at other parts of the British Dominions. These Men are not stationary; they occasionally shift from one Vessel to another, and the Trade of the Vessels is not limited to the Ports to which they belong.

Is not the Account which you have presented of the number of Men and Boys belonging to British Ships which have entered or cleared at the Ports in England and Scotland, increased by Vessels making more than one entry or clearance within the year?—Very considerably, as the account contains their repeated Voyages.

Speaking generally, how often should you suppose, upon an average, the Vessels belonging to Great Britain enter and clear within the year?—I suppose that Vessels employed in the Foreign Trade make, on a general average, about $2\frac{1}{2}$ Voyages, and in the Coasting Trade, about 5 Voyages within the year. The above calculation is formed on this idea. The Fisheries are taken from actual Returns.

What Reports do you usually make to the Commissioners of the Sixpenny Duty?—A List of all Vessels that report Inwards, with the number of Men actually on board, as sworn to by the Masters, and a List of the Ships as they clear Inwards. These Accounts are transmitted generally twice a week.

Do such Lists or Reports contain the Vessels employed in the Coasting Trade?—They do not.

Be pleased to state the names of the principal Ports, in rotation, that employ the greatest quantity of tonnage, and number of Men liable to the Sixpenny Duty?—In the year 1801 the registered tonnage of

	Tons.		Tons.
London was.....	619,466	Hull.....	61,490
Liverpool	148,891	Whitehaven	56,652
Newcastle	144,991	Bristol.....	30,125
Sunderland	75,523	Lancaster	16,070

When do you conceive a Vessel to be cleared according to the meaning and intention of the Section of the Act of 2 Geo. II, which directs the Master to pay

on which it was formed is much too uncertain to induce us to offer an opinion on the propriety of the collection of the Sixpenny Duty in that year; and he himself is of opinion with us, that there is no mode of ascertaining the number of Seamen actually employed, by which the Receipt of the Greenwich Hospital Duty can be checked; but it must be observed, that in the Account presented to us by Mr. Dalley, the registered tonnage of the Port of Beaumaris would require one thousand one hundred and sixty-two Men to navigate it; which, if constantly employed, would produce a Revenue to Greenwich Hospital of three hundred and forty-eight pounds twelve shillings; whereas it appears, the gross Sum collected in that Port, which embraces the minor Ports of Barmouth, Conway, Caernarvon, Pwllhelly, and Holyhead, in the year 1802, amounted only to sixty-seven pounds seven shillings and twopence: we therefore recommend, that the Commissioners of the Sixpenny Duty frequently have recourse to this Account, to see whether the Sums collected in the several Ports bear a proportion to the tonnage and number of Men said to be employed in them.

The Account given by Mr. Dalley (see page 48) is an Abstract of the estimated Number of Men that would be necessary for the navi-

the Sixpenny Duty to Greenwich Hospital before she is cleared Inwards by the Custom House?—I conceive a Vessel to be cleared when the Tide Surveyor has tampered the Ship, and taken off the Officers that were placed on board for the security of the Revenue.

What do you conceive to be the best mode of ascertaining the number of Persons employed in the Merchants' Service liable to the Sixpenny Duty?—I do not know of any mode of ascertaining this that would be effectual either in checking or aiding the collection. The Receiver in London is regularly furnished by me with Lists of all Vessels that arrive in this Port, and of the dates of their clearing Inwards. The Deputy Receivers at other Ports being, as I am informed, Officers of the Customs, have in their respective Departments the means of possessing similar information; and, if the Duty be carefully and faithfully executed, I am not aware that any better mode can be established. I understand that some improper practices have prevailed with the clearing Officers at this Port, by which the interests of the Hospital may have been injured: the Commissioners of the Customs have, by a late regulation, put an effectual stop to these practices. I do not know that any thing more can be done, unless it may be thought advisable to recommend a Clause in the Act, directing that the Officers be continued on board till the Duties shall be paid, and that the Owners of the Vessels be compelled to defray the expense incurred by their being detained.

Chs. M. Pole.

J. DALLEY.

John Ford.

Henry Nicholls.

gation of the whole registered tonnage of the British Dominions, supposing all the Ships to be at Sea or in employ at the same time; but as this never is the case, no conclusion of the number of Seamen actually employed can be drawn from it.

The Account given by Mr. Dalley, page 48, contains the Number of Men and Boys, which appear by the Reports of the Masters to have been employed in the Merchants' Service in Great Britain on board British Ships, entered Inwards and Outwards from and to Foreign Parts during the last ten years; but as it includes the repeated Voyages of the Ships, and the Number of Men on board upon every Entry, the aggregate Number must be over-rated in a very considerable degree.

The Statute of the 2d of George the Second, after stating that the Act of the 10th of Queen Anne, directing the Sixpenny Duty to be paid within fourteen days from the Ships being cleared Inwards by the Officers of the Customs, hath been found ineffectual, inasmuch as many Masters and Commanders, after they have been cleared Inwards at the Custom-House, have wholly neglected to pay the said Duty, directs, that the same shall in future be paid before any Ship or Vessel shall be cleared Inwards; and that no Officer of the Customs shall grant any Cocquets, Transires, Returns, or Discharges, or permit any Ship or Vessel to go out of Port until the Master shall have produced to him a Certificate of the payment of the Greenwich Hospital Duty.

This regulation, intended to enforce a due and regular payment of the Sixpenny Duty, has not been so effectual as was probably intended, owing to the meaning of the words "Cleared Inwards" not having been absolutely defined; for although it would appear to be intended, that the Duty should be paid before the Ship or Vessel be cleared of her Cargo, and before the Custom-House Officers placed on board be taken away, as is actually expressed in the Act of the 20th of George the Second, constituting a Fund, by a similar Duty, for the support of maimed and disabled Seamen in the Merchants' Service, yet the words "Cleared Inwards" have been construed and acted upon in the Port of London as regarding only a Certificate, to be granted by the Tide Surveyors, of the Ship being cleared; which Certificate is only required for the purpose of rendering the Ship eligible to the making an Entry Outwards; and as a Fee is payable on it, the Certificate is probably seldom applied for until it is absolutely required, frequently not until after a considerable lapse of time; and if the Vessel should be broken up, as in that case such Certificate cannot be

necessary, it would appear the Duty to Greenwich Hospital would never become payable.

Although, in some cases, it has come to the knowledge of the Commissioners for the collection of the Sixpenny Duty, that the Tide Surveyors have even given false clearing Notes, certifying that the Greenwich Hospital Duty has been paid, when it has not been so, they have, notwithstanding the controul over the Officers of the Customs given to them by the Act, contented themselves with the bare promise of their never doing so again, instead of suing them for the penalties incurred by their misconduct; and since the collection of this Duty has been managed by the Clerks of the Sixpenny Office, it appears they have frequently sent for the Tide Surveyors; but they have not been able effectually to check a practice so injurious to the Revenue of Greenwich Hospital.

We find, that owing to the absence of the Commissioners, it has been a practice for the chief Clerk to the Receiver to sign Receipts for the Sixpenny Duty, as Deputy to the Receiver, and also as Deputy to the Comptroller, except in cases where blank Receipts have been signed by them, and left at the Office to be used at his discretion: the chief Clerk has also, in some instances, felt himself compelled to sign deputations for the appointment of Receivers at the Out-Ports, lest the Revenue of Greenwich Hospital should be injured. We cannot refrain from expressing our disapprobation of such a mode of conducting the business of a Public Office; and recommend, that measures be adopted to prevent a recurrence of the same.

To obviate the difficulty as to the time of payment of this Duty to the Receiver of the Sixpenny Office, or his Deputies, we recommend that the Duty be made payable before the Ship or Vessel be cleared of her Cargo, and before the Custom-House Officers placed on board be taken off, as provided for by the 20th of George the Second, with respect to the payment of Sixpence per Man a month to the Merchants' Seamen's Fund; and that the Master neglecting to pay the Duty before the Ship be so cleared, shall forfeit to Greenwich Hospital the Sum of twenty pounds; and we think the Commissioners should either be authorized to levy the penalties imposed by the several Acts relative to the Sixpenny Duty, with power to mitigate them, or that they should be enabled to recover the penalties in a summary way before a Magistrate.

We further recommend, that the attention of the Commissioners

of the Sixpenny Office be directed to the due payment of the Duty within the times prescribed by the Act, and that the Commissioners be required, in every case of failure or wilful neglect, to sue for or levy the penalties imposed.

That in future every Ship Master or Owner, or other Person tendering payment of the Sixpenny Duty, be required to produce a List of the Crew, with the times of their respective Entries and Discharges, to which they should invariably be required to make affidavit, agreeably to the Act.

The times of the Deputy Receivers making their Remittances to the Sixpenny Office are quarterly, half-yearly, or yearly, and are said to be so according to the amount of their Receipts; but we observe that the Receipts of many of the Deputies who are permitted to remit yearly, are greater than the annual collection of those who do so quarterly, and we understand that no revision of this subject has taken place since the year 1767. We therefore recommend that this very proper regulation be more attended to, and that the times of the Deputies making their remittances be revised and altered as occasion may require; and we also recommend that the Accounts of the several Deputies be made up to certain stated periods, and not, as at present, from the date of their respective Appointments.

The Deputy Receivers for Ireland are very generally in arrear; some more than ten or twelve years: we therefore recommend that steps be taken to recover the Monies due to Greenwich Hospital, and that the Commissioners be more attentive in future to the Collection and Remittance of the Duty from Ireland.

We understand that Vessels going Coastwise do not pay the Sixpenny Duty in the Port of London, except when sold or broken up. The plea urged for this practice is, that the advantage derived by many of the Deputy Receivers at the Out-Ports from the Commission on the Receipt of the Sixpenny Duty is so small, as not to render the Appointment an object of consideration, and that in some instances difficulty has been experienced in obtaining persons to accept the situations; but we see no reason why the Revenue arising from the Coasting Trade should not be collected by the Sixpenny Office, and not be made subject to a deduction of twelve and a half per cent. for collection, merely to add to the emoluments of the Deputy Receivers at the Out-Ports; the Officers of the Customs being required by the Statutes of the 10th of Queen Anne, and 2d of George the Second, to collect and receive the Sixpenny Duty, if deputed by the Receiver or Receivers for that purpose.

Numerous forfeitures, and penalties imposed by various Acts of Parliament, have been given, either wholly, or in part, towards the support of Greenwich Hospital; but although the provisions of the Acts have been frequently violated, there are but few instances of Persons having been prosecuted for the penalties, and none at the Suit of the Commissioners of the Sixpenny Duty; although the Tide Surveyors, who granted Certificates of the Duty having been paid, when it was not, appear to us to have been very fit objects for prosecution.

We shall now proceed to speak of the Moiety of the Wages of Men deserting from Ships in the African Trade, forfeited to Greenwich Hospital by an Act passed in the 30th year of His present Majesty's Reign, entitled, "An Act to amend and continue, for a limited time, several Acts of Parliament for regulating the Shipping and carrying Slaves in British Vessels from the Coast of Africa," and which has been continued by several subsequent Acts.

It does not appear that the Commissioners of the Sixpenny Duty ever received any specific directions to collect the Moiety of the Wages of Run Men so forfeited; but as they had been in the practice of collecting all the forfeitures and penalties payable to Greenwich Hospital, and as their communication with the Masters and Owners of the Merchant Shipping of Great Britain afforded much facility to the receipt of it, they took upon themselves the charge of the Collection, and it has, since the passing of the Act, afforded a considerable addition to the Revenue of Greenwich Hospital.

The Sums paid into the Hospital since the passing of the Act, on this account, and on account of other forfeitures before spoken of, within the same period, have been as follow; viz.

Year	Run Men's Wages.			Unlawful Fishing on the Thames.			For Mariners deserting themselves without Leave.			For Mariners leaving the Ship before discharged.			Sundry Forfeitures at Liverpool.			For giving an Increase of Wages contrary to Act 37 Geo. III.			TOTAL.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
1790	16	18	2	6	0	0													22	18	2
1791	323	12	1				0	19	0	3	0	0							327	11	1
1792	373	4	2	22	10	0													395	14	2
1793	438	9	8	6	15	0													443	4	8
1794	560	4	8½	25	3	0	0	18	0										586	5	8½
1795	431	4	3	20	9	0													451	13	3
1796	460	15	6	24	12	0													485	7	6
1797	486	2	11																488	2	11
1798	772	6	9													33	6	8	805	12	5
1799	2,014	18	1	15	14	3							15	15	1				2,046	7	5
1800	2,441	3	4½									8	10	11		41	4	6	2,483	8	9½
1801	2,827	1	9	1	5	0	7	3	4										2,835	10	1
1802	2,530	8	0	2	10	0													2,532	18	0

The Appointments of the Deputy Receivers at the Out-Ports authorize and require them to receive all Monies payable to Greenwich Hospital; and they have, under that authority, received the Moiety of Run Men's Wages in the African Trade, on which the same rate of Commission, twelve and a half per cent., has been allowed, as for the Receipt of the Sixpenny Duty.

The Money so collected at the Port of London has been paid into Greenwich Hospital by the Receiver, under the General Head of "Forfeitures," and at the Out-Ports it has been added to the produce of the Sixpenny Duty, and paid in under that Head; and as the Receiver does not give to Greenwich Hospital any specification of the manner in which the forfeitures in the Port of London have arisen, the Directors cannot, by the Accounts furnished, have any knowledge that the Revenue of the Hospital has been increased by the Moiety of the Run Men's Wages. We are not disposed to attribute this mistatement of the Accounts of the Sixpenny Office to an improper motive; but we recommend, that in future the Receiver of the Sixpenny Duty do state distinctly, in his annual Account, the different Heads under which the Monies have arisen.

[To be continued.]

NAVAL LITERATURE.

Narrative of a Voyage to BRAZIL, terminating in the Seizure of a British Vessel, and the Imprisonment of the Author, and the Ship's Crew, &c. By THOMAS LINDLEY. Dedicated to the EARL of MOIRA. 8vo. pp. 298.

WE only lament that the Author of this Narrative should withhold, as he declares he does, without assigning any reason, the extensive Materials which he possesses for an ample and full supply of Facts, towards an History of South America. There was no necessity to make this boast, unless he meant to satisfy the excited curiosity of his Readers: at present it only serves to offend them, at their first onset; and to render them less satisfied, than they would otherwise have been, with the occasional uniformity of his Journal. Independent of this, the Volume contains information respecting a Country of which little is at present known; though a considerable degree of

attention must 'ere long be directed towards it. We should rejoice to hear that this Gem in the Crown of Portugal was secured by British Honour and Bravery, against the all-rapacious grasp of the Universal Emperor; who probably, when he has done with Italy, may continue his *Soi-disant* Coronations at the Brazils.

Mr. Lindley's Work seems to divide itself, into (1.) An account of the cruel treatment he experienced. (2.) A description of the Province of Porto Seguro. (3.) A description of the Province of Saint Salvadore. (4.) An Appendix, containing, among other articles, a valuable Table of Latitudes and Longitudes.

(1.) On the Peace, Mr. Lindley embarked, among other Adventurers, on a Trading Voyage; he left the Cape of Good Hope on the 25th of February, 1802, and arrived at St. Helena the beginning of March. On leaving that place his Vessel encountered a severe Squall of Wind, which obliged them to bear away for the nearest Port in Brazil, and they arrived at Bahia, or St. Salvadore, towards the middle of April. In that City no foreign Vessels are allowed to trade under any pretence whatever, or even to enter the Port, unless in distress for repairs, water, or provisions. Notwithstanding this apparent rigour, a considerable contraband Trade used to be carried on, frequently by the very Lieutenant and Officers appointed to prevent it.

After a month's stay, however, he obviated every difficulty, repaired his Vessel, and sailed from the Bay of All Saints about the middle of May, intending to steer his course for Rio Janeiro, and thence to return to the Cape. But meeting with blowing weather, and a dangerous Coast, he was obliged to seek shelter in Porto Seguro. The day after his arrival, the Governor's Son, Senior Gaspar, offered to barter Brazil Wood for Goods, which was accepted, and a certain quantity was selected by him. In about a week, Gaspar, however, came with the intelligence, that the barter must be given up; from its being too generally known, that *they, the Guardians of the Trade, were going to engage in an illicit Commerce.*

Both the Father and Son seemed hurt at this disappointment: and after some equivocation, as it would appear, Mr. Lindley declined the business altogether, and determined to continue his Voyage. But finding his Vessel was not so sound as he had hoped, and that she made much water, he came to an anchor on the 26th of June, in the River of Carevellos: where, on the 2d of July, when the repairs were nearly finished, Mr. Lindley was surrounded by an Officer and Soldiers, who came on board, with orders to take possession of the Brig, and conduct her to Porto Seguro, and send the Crew by Land to the same place. This arrest was owing to an information given by an Inhabitant of Porto Seguro, who went to Bahia for the purpose, in revenge for the non-payment of a debt by the civil Governor, whom he accused of trading with our Author for Brazil Wood, and he declared that the Brig was laden with that Article. On his arrival at Porto Seguro, Mr. Lindley, his Wife, and Crew, were thrown into Prison; and the two Sons of the Governor, the Captain Mor, or Military Captain, and a number of inferior Agents, were arrested.

They ordered me to deliver my keys, and any private or other Papers I might have, and informed me an attempt to conceal them would be punished with the utmost severity; at the same time a bed and a small trunk of clothes, which they permitted us to take, were searched with the most scrupulous exactness; our persons examined, and a pocket-book taken from me. In consequence, I was obliged to give up several valuable Papers I particularly hoped to retain. This occupied us till near evening, when we were ordered into the Boat, and conducted along the Beach, and up the hill to the common prison. They showed us to an upper room, in the floor of which a small trap-door was opened, a ladder put down, and we were ordered to descend; we did to some depth*, and entered a dungeon, below the ground, from which arose a miserable stench. It was totally dark; and, O God! what were our feelings!

The prison-keeper indulging us with a light, we saw our *dreadful situation*: in three corners were accumulated heaps of dirt, rubbish, orange peel, other vegetables, &c. &c. the whole in a state of putrid decay. The other corner was rendered horribly

* About forty feet.

loathsome by the different miserable inhabitants whom this dungeon had enclosed; and the whole apparently never cleaned since its erection. Four of my Sailors had been confined here for the preceding eight days, and were just removed to the next dungeon for our admittance. A solitary bench of two planks formed the bed, and was the only furniture.

July 15.—This morning opened very melancholy: sleep had been a stranger to our eyes, the dungeon was miserably hot, and inhaling the unwholesome putrid air in so close a situation, made us quite ill; I was particularly so, having just recovered from a severe malign fever, and in an extremely weak state. Our mental accorded with our bodily feelings; the massy barred window, the immensity of cobwebs and large spiders on the roof and around the dismal black walls, the damp earth,—all conspired to fill us with the most gloomy apprehension.

A large jar of water was placed outside the window, through a vacancy of which we took it for use: our food is conveyed through the same hole, but the providing it is left to my own care and cost, having no allowance whatever.

As a particular favour, they granted a fire on the ground, to fumigate the dungeon; which we kept constantly burning during the day (notwithstanding the heat), as the only means of amending the bad air, and enduring it at any rate.

July 16 to 23.—A positive order had been given that I should not be allowed a pen and ink; but I managed to elude this by secreting a pencil, and part of a quire of paper I contrived to purchase. The first use I put it to was, petitioning for a small medicine chest I had on board, which they had humanity sufficient to grant me; but even with its assistance I find myself extremely ill, growing daily weaker, and if I am not allowed the benefit of air and exercise, I fear, I tremble, the event will be, I must die in my prison! My Wife is differently affected from me, complaining of violent pains and swellings in every part of her body.

Finding we were apparently forgot, and the suspense continuing miserable, I wrote to the Minister Claudio on the 19th, for a hearing; to which I had an insulting answer returned, that when wanted he should send for me. On the three following days saw my Crew pass the window for examination, which led me to hope mine was near. I was not wrong; for, on the

24th,—Had the satisfaction to see the ladder once again lowered; was summoned to the regions above, and conducted, under a guard, to the house of the commission. They interrogated me from three

to eight o'clock, merely respecting the Brazil Wood transaction ; when they informed me I should soon be called again, and I was retaken to my prison, where I found Mrs. Lindley severely alarmed by my long absence. I now felt hope once more relume my breast, and my frame was considerably invigorated by the fresh air, enabling me very patiently to bear the interval to the

27th ;—When my examination was finished : after which I strongly represented our horrid situation, and got promise of removal from the dungeon. At four in the afternoon we were conducted above to a small deal-partitioned apartment, with liberty of walking in a larger one adjoining : each has a window without bars, and free circulation of that invaluable blessing, fresh air. An armed Sentinel is stationed over us.

July 28.—Slept very ill ; being obliged to keep our door partly open for the Soldier to have an eye on our window, which is accommodated with a shutter to keep out the night air, but has no other fastening than a button to it. We find the air as superfluous here, as it was deficient below ; our apartment being simply a square plank-work, about eleven feet high, open to the roof, which is supported with massy beams : many of the tiles are wanting ; and the chill wind, penetrating through, whistled over us very disagreeably. A number of bats, who find refuge in the building, also darted along, and completed the nocturnal *agrémens* of our new abode. Strict orders are given for me to converse with no one, to send no letters, nor receive any.

July 29 to 31.—Still much disturbed in the nights with Officers at play, change of Sentinels, &c. &c. : in fact, the constant noise and confusion are shocking. Thank Heaven ! I feel myself rapidly recovering : my Spouse is not so fortunate.

August 1.—At the time of seizure, the Commission found in my writing desk a paper containing a small quantity of grain gold intermixed with gold-coloured sand, which had been brought to me by an inhabitant of Porto Seguro as a sample. This strongly attracted their curiosity, and I was most closely questioned respecting it. I made no secret of whence I had obtained the article, but declared I was ignorant of the name or residence of the individual from whom I had it, although I believed him to belong to a distant Settlement. The Commission declared they were resolved to discover the Man, and insisted on my taking a journey with them for that purpose. I made no objections (knowing these would be useless) ; but predetermined it should avail them nothing had we met the poor devil, which fortunately was not the

case. This evening the Linguist came to inform me I must accompany the Minister, &c. in the morning, and be ready by five o'clock.

(To be continued.)

Journal of a Voyage from London to Madeira, and thence to New Providence; and back again to London: in the Snow Thames of London, CHARLES BURTON, Commander. With an excellent Engraving, by MERIGOT, from a Design by CLENNELL. pp. 56. 1805.

THE Snow Thames, Charles Burton, Commander, left Spit-head on the 2d of September, 1804, and made Porto Santo on the 26th. They continued in Funchal Road, employed in delivering Goods and taking in Wine, until the 4th of October, when they got under weigh, and made sail. On Tuesday the 23d, their latitude at noon was $24^{\circ} 43'$ north; and on the ensuing, the following event, which records an extraordinary instance of suffering, and providential deliverance, took place:—

At nine A.M. saw something in the north-west, appearing like a Boat with one sail set; hauled up towards it; and in a quarter of an hour after discovered it to be a Wreck, with her masts gone and her bowsprit standing. What we took for a sail was a piece of canvass hoisted on the bowsprit for a Signal. Soon after we discovered four Men on the bowsprit, and likewise part of a Shark, and a firkin of butter hanging under it. We hauled up close to the Wreck. At ten hove-to, hoisted the Boat out, and took the Men on board. They were in an extremely weak condition, having remained, by their account, thirteen days on the bowsprit, with no other sustenance than the piece of the Shark we had seen, and some salt butter, as will appear from the subjoined Narrative. The Captain, Thomas Burrows, who was one of them, on being brought on board, fainted away several times. The legs of all of them were dreadfully ulcerated, and they were emaciated and feeble to a degree scarcely conceivable. We made a bed for them on the quarter-deck, setting up an awning over it, and gave them every assistance necessary. The two Ladies, our Passengers, with that sympathy and tenderness which ever distinguishes the sex, were most assiduously attentive to them, doing every thing in their power to contribute to their relief and comfort. We were particularly careful to prevent them from gratifying their eager desire to assuage the burning thirst they had so long suffered by drinking

too copiously, which might have been fatal to them; and we therefore supplied them with fresh water at first only sparingly and cautiously. We gave them some sago, and made them some chicken broth; and they soon began to recover their spirits and strength. As their clothing was in a very wretched plight, from the distress they had suffered, our People furnished them with new clothes; and we had the happiness daily to see a rapid progress in the re-establishment of their health.

While we were lying-to, and the People with the Boat were employed in taking the poor Men from the Wreck, we caught six Dolphins.

Our latitude to-day at noon, by observation, was $25^{\circ} 5'$ north; from which it appeared that we had been carried by some Current, or some unknown cause, eleven miles to the northward of our account; by which deviation from the course we had intended to steer, we were brought to the spot where the Wreck lay; a deviation the more extraordinary, as it had never occurred to us in any former Voyage, and can only be ascribed to the immediate direction of his all-gracious Providence, whose tender mercies are over all his works, and who had ordained that we should be the instruments of his merciful goodness, by discovering and rescuing from their dreadful situation the four poor Souls we took on board from the Wreck—So true is it that “those who go down to the Sea in Ships, and who do business in great waters, see the works of the Lord, and his wonders in the deep.”

The following is the Narrative of the Loss of the Ship of which we discovered the Wreck, and of the sufferings of the Crew, written by Mr. Thomas Burrows, the Master:—

“ACCOUNT of the Loss of the Brig FLORA, of Philadelphia, THOMAS BURROWS, Master, on a Voyage to Cayenne and South America.

“On Friday the 28th of September, 1804, we sailed from Philadelphia, in good order, and well-conditioned for Sea; our Crew consisting of the following Persons:—

Thomas Burrows, Master.	John Nevan,	Seaman.
William Davidson, Supercargo.	William Story,	ditto.
Jacob Oldenberg, Mate.	Joseph Wilden,	ditto.
Josiah Anderson, Steward.	Josiah Smith,	Boy.
Samuel Babcock, Seaman.	James Cameron,	ditto.

“On Tuesday, the 1st of October, we discharged our Pilot, and took our departure from Cape Henlopen, with a pleasant breeze from the north-eastward, all well on board. Nothing of

importance occurred on Tuesday the 8th, when the Wind hauled to the south-eastward, and continued in that direction till the 10th, with a heavy Swell from the east-north-east. On Friday the 12th, we found by observation that we were in latitude $28^{\circ} 50'$ north, longitude $54^{\circ} 0'$ west. Observing it to look for a blow from the north-east, we took in our jib, square-main-sail, top-gallant-sails, and stay-sails. At four in the afternoon, the Gale increasing, we close-reefed the top-sails, sent the top-gallant-yards down, and took in two reefs of the fore and aft main-sail. At midnight, the Gale still increasing from the north-eastward, we handed the top-sails, and hove-to under the fore-sail and main-stay-sail. At one A.M. of Saturday the 13th, handed the fore-sail and main-stay-sail; hove-to under the balance-reefed main-sail; the Gale increasing with a heavy Sea, thunder, lightning, and violent rain. At two A.M. the Gale still increasing, handed the balance main-sail, and hove-to under bare poles, the Brig making good weather. The Gale still continuing to increase, all hands were employed on deck, and our pump kept constantly going; till finding it impossible that the Brig could lie-to any longer, we called all hands aft, and it was determined, for the preservation of the Vessel, to cut away the main-mast, and scud before the Wind. Every thing being prepared, we divided accordingly; but before we could get to the mast, we were struck by a Whirlwind, which hove the Brig on her beam ends. Every Person on board, except Joseph Wilden, a Seaman, who, being in the fore-castle, was drowned, now ran to the windward side of the Vessel. We immediately cut the lanyards of the main-rigging, and the main-mast went by the board. By this time the hatches had burst up; the Vessel filled with water; and the Cargo was floating out at each hatchway. All hope of saving the Ship being now at an end, self-preservation became the only object with every one; and we endeavoured to lash ourselves to the main chains, when a heavy Sea broke over us, and carried away William Davidson the Super-cargo, William Story, and the two Boys, Smith and Cameron; the fore-mast soon afterwards went by the Board.

"Day-light came on, and discovered the most dismal sight ever beheld by the eye of Man. The Vessel was an entire Wreck, with masts and spars hanging to it; while different parts of the Cargo, as they floated from time to time out of the hold, washed over us. At length we shipped a heavy Sea abast, which stoved in the stern, and made an opening through which the Cargo in the cabin washed out; and thus the Wreck became considerably lightened.

“ We remained on the main-chains till eight o'clock in the morning, when we took to the bowsprit, thinking that the safest part of the Wreck. About nine, William Story, and the Boy, William Cameron, drifted on board, on the cabbooze-house. We now lost all hope, and resigned ourselves to our fate, expecting every wave to swallow us up. About noon the Boy died through fatigue, and we committed his body to the deep. In the latter part of this day the Gale became more moderate, but a heavy Sea continued running. On Monday the 15th William Story died for want of subsistence; and the Mate, from extreme hunger, actually devoured a part of his flesh; all the rest, however, refused to share with him, and the remains were committed to the deep.

“ When we had continued in this dismal situation till Wednesday the 17th, the Gale had become considerably more moderate; and it occurred to us, that by diving into the half-deck, we might obtain something on which we might subsist. This we endeavoured to do, but all our attempts proved ineffectual; and we then had no other resource but to chew the lead from the bows. On Friday the 19th, we discovered a large Ship to leeward, and made all the Signals we could, but in vain, for she passed without noticing us.

“ On Saturday the 20th, a strong breeze springing up, with a heavy Sea running, several kegs of butter came up from the fore-castle: we all immediately plunged in on the deck, and were so fortunate as to save five kegs of salt butter, one of which was immediately opened, and we fed one another; but we found that the salt butter, instead of relieving, only increased our thirst.

“ On Sunday the 21st, Jacob Oldenburg, the Mate, became delirious, and continued so till his death, on the 23d. On the same day (the 21st) a Schooner passed us to leeward, within less than a mile. We hoisted all the Signals we could make, but without effect, though we could see every Man on deck.

“ On Tuesday the 23d, the Mate departed this life from want of subsistence; and as we were reduced to the last extremity from want of water and food, it was agreed to eat his flesh, for our own preservation. We accordingly dissected him, and drank his blood among us, from which we found considerable relief. At this time we were surrounded by numerous Sharks, which seemed waiting for us; and, as Providence directed us, we were so fortunate with a rope, and a piece of human flesh, as to take one of the largest of them. We then committed the Mate's body to the deep; and having got the Shark on the bowsprit, split him open, and

divided his blood among us, which proved a most happy relief to us all.

“ On Wednesday the 24th, at sun-rise, we saw a Brig standing towards us, which sight cheered our drooping spirits, as it afforded us hope of relief. We immediately hoisted Signals of distress; and had the pleasure to find the Brig haul up towards us. At ten A.M. she hove to, hoisted her Boat out to our assistance; and we were taken on board the Vessel, which proved to be the *Snow Thames*, of London, Charles Burton, Master, from Madeira, bound to New Providence. We were at that time in the most feeble and emaciated condition possible for living Men to be; but we soon began to revive, as we received every assistance and attention from the humanity of the Captain, his Officers, and Passengers.

“ THOMAS BURROWS.”

To the Collectors of Shipwrecks, the whole of this curious Journal may be particularly recommended. The dreadful situation of the Survivors is well represented on the Frontispiece.

NAVAL HISTORY OF THE PRESENT YEAR, 1805.

(*July—August.*)

RETROSPECTIVE AND MISCELLANEOUS.

THE arrival of Lord Nelson, and Sir Robert Calder's Action, are the principal events in the last month which have occupied the public mind. It has been said that the former, with Sir Sidney Smith, is soon to embark on some desperate Project against the Enemy; and we most sincerely wish to see his Lordship employed at the present moment, in defence of our own Shores. Should the mad project of Invasion ever be attempted, the Public would feel additional security from having the *HERO OF THE NILE* off our own Coast. But we greatly lament that ill-judged, and over-weening popularity, which tends to make another Demigod of Lord Nelson, at the expense of all other Officers in the Service, many of whom possess equal merit, and equal abilities, and equal gallantry with the Noble Admiral.

Sir Robert Calder has not yet, even to the Admiralty, as we have reason to believe, given that explanation of his conduct, which his Country expects, and his character demands. With his character, and its failings, we are well acquainted, but we now wish only to regard his talents. The French Fleet certainly did not run away; but on the contrary, owing to the particular manœuvres of the Action,

they may be said even to have pursued us: and this may, perhaps, have been occasioned by some feint of our Admiral, in order to attack the French to greater advantage. But the whole is at present merely conjecture, until some further explanation of this Action has taken place. The account which the French have published in the *Moniteur*, allowing for their natural boasting, and vanity, contains a greater portion of truth than usual.

Our West India Trade, and the fate of our Merchantsmen from that quarter of the Globe, has created a considerable depression in the City. We trust, however, like other political bugbears, that it will prove only a passing cloud. The spirited Attack made by Captain Zachariah Mudge* in the *Blanche*, on a superior Force, purposely stationed to annoy our West Indiamen, cannot be too highly spoken of; and makes ample compensation for the loss of his Ship.

We have constantly viewed with pleasure every regulation that tended to add to the force and importance of the Royal Marines. That Corps, whether taken in its actual good conduct on all occasions of arduous Service, or in its nature as being equally applicable to the most important duties at Sea, and on Shore, well deserves to be anxiously fostered; and we have been glad to see that this did not escape the attention of Government. We are now happy to state, that an order of Council was issued on the 15th of August, for the establishment of a Fourth Division of Royal Marines, to be stationed at Woolwich, consisting of 31 Companies, one Naval Colonel, one Colonel-Commandant, one Second Colonel-Commandant, three Colonels, three Majors, two Adjutants, one Barrack-Master, one Quarter-Master, one Surgeon, &c.

We understand that a considerable augmentation will be made to our Navy: and that it is the intention of Government to build some Ships of the Line in Russia, under the direction of General Bentham.

Admiral Gravina, who commands the Spanish part of the Combined Fleets, is the same who had a Command during the Siege of Toulon, in 1792, where he conducted himself more like an Ally of France than of England. He afterwards commanded the Spanish Fleet, during its long stay in Brest Harbour, which he quitted to become Ambassador at Paris. He is considered as thoroughly addicted to the French interest. Admiral Villeneuve, the French Commander, is of a Noble Family, and was bred in the Royal Marine.

At Portsmouth, the main-mast of the *Squirrel* Frigate, Captain J. Shortland, was taken out. It exhibited the striking marks of the singular and potent effects of lightning. The *Squirrel* was struck twice while cruising on the Coast of Africa; once in a Tornado at Senegal, and another time in a Thunder Storm, at Cape Coast. The latter was far the most awful and destructive. In both these tremendous Hurricanes, the lightning broke to pieces two main-top-masts, two royal-masts, and two top-gallant-masts. The last flash struck her main-mast, and shivered it so much that they could not safely carry sail on it afterwards. It proceeded into the lower part of the Ship, and went out at the side, having stove in its way a plank, and loosened all the caulking from the fore to the main chains, by which the Ship made eight inches of water an hour. As it darted from the mast to the main deck, it knocked down the Master's Mate; the shock deprived him of speech for two days, and he was blind for three weeks. It also struck the Quarter-Master, who soon recovered; and partially struck Captain Shortland, who appeared to those around as in a blaze of fire.

* See his Official Letter, infra.

Letters on Service,*Copied verbatim from the LONDON GAZETTE.**[Continued from page 74.]*

ADMIRALTY-OFFICE, JULY 27, 1805.

Copies of Letters from Rear-Admiral Dacres, Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to William Mariden, Esq.

SIR,

Hercule, Port Royal, May 25, 1805.

I HAVE the Honour to enclose, for their Lordships' information, the copy of a letter I have received from Captain Bligh, of His Majesty's Ship *Surveillante*, acquainting me of that Ship capturing a Spanish Privateer.

I am, &c.

J. R. DACRES.

SIR,

Surveillante, May 3, 1805.

I beg leave to inform you, that His Majesty's Ship under my Command has this day, in lat. $20^{\circ} 57' N.$, long. $82^{\circ} 36' W.$, captured the Spanish Schooner Privateer el *Refugio*, mounting three guns, and having on board 53 Men. She has been out 15 days, and taken nothing. I have the honour to be, &c.

To Rear-Admiral Dacres, &c. &c. &c.

JOHN BLIGH.

SIR,

Hercule, Port Royal, May 25, 1805.

I have the honour to transmit herewith, the copy of a letter I have received from Captain Lamborn, of His Majesty's Sloop *Peterell*, acquainting me of his having captured a Spanish Privateer, that in all probability, but for her Capture, would have much annoyed the Trade of this Island.

I am, &c.

J. R. DACRES.

SIR,

His Majesty's Sloop Peterell, May 13, 1805, off St. Jago de Cuba.

I have the honour to inform you, His Majesty's Sloop under my Command captured this day, at 4 A.M., after a Chase of two hours, a remarkable fine Spanish Privateer Schooner, carrying 8 long eighteen pounder and 4 sixes, and had on board 106 Men. She sailed from St. Jago twenty-four hours previous to her falling into our hands, and had taken nothing. I have the honour to be, &c.

To Rear-Admiral Dacres, &c. &c. &c.

J. LAMBORN.

SIR,

Hercule, Port Royal, May 26, 1805.

Captain Ross, of His Majesty's Ship *Pique*, having transmitted me a letter he had received from Capt. Crofton, of the *Racoon*, acquainting him of his having captured a Spanish Felucca Privateer, I have the honour to enclose the copy thereof, for their Lordships' information.

I am, &c.

J. R. DACRES.

SIR,

His Majesty's Sloop Racoon, off Lucca, May 13, 1805.

I beg leave to acquaint you, on the 11th instant, being at the Anchorage of Montego Bay, observed an Enemy's Schooner boarding a Droger; I immediately slipped and gave chase, but from her superiority in rowing and sailing in light Winds, she effected her escape with her Prize into Cape Cruz. On my return to this Station, I had the good fortune to fall in with and capture the Spanish Felucca Privateer *San Felix el Socoro*, had 40 Men on board, and one 6-pounder thrown overboard in chase; out from St. Jago eleven days, and had taken but one Droger.

I have the honour to be, &c.

EDWARD CROFTON.

To Captain Ross, Esq., of His Majesty's Ship *Pique*.

SIR,

Hercule, Port Royal, May 28, 1805.

I have the honour to enclose, for their Lordships' information, the copy of a letter transmitted to me by Capt. Atkins, informing me of the Seine having cap-

tured (assisted by the Windsor Castle Packet under her Convoy) la Perseverante Schooner Privateer of Guadaloupe, having one long twelve and four four-pounders, and eighty-four Men on board.

I am, &c. J. R. DACRES.

SIR,

His Majesty's Ship Seine, off Heniaga, April 30, 1805.

This afternoon I captured la Perseverante French Schooner Privateer, after a Chase of three hours. She is a remarkable fast-sailing fine Vessel, three years old, new coppered, and fastened with composition bolts, of large dimensions, has four 4-pounders and one long 12. Her complement 90 Men, and had 84 on board when taken. She has been out twelve days from Guadaloupe, and captured an English Sloop the Apollo of Bermuda. I have the honour to be, &c.

To Rear-Admiral Dacres, &c. &c. &c.

DAVID ATKINS.

N. B. The Packet was in company with me at the Capture of the Privateer, and rendered essential service.

SIR,

Hercule, Port Royal, June 4, 1805.

I have the honour to enclose you the copy of a letter I have received from Capt. Atkins, of the Seine, acquainting me of the Barge belonging to that Ship having captured the armed Schooner Conception.

I am, &c. J. R. DACRES.

SIR,

Seine, off Aguadilla, Porto Rico, May 27, 1805.

This Morning, Lieut. Bland, of Marines, commanding the Seine's Barge, captured the Spanish Schooner Conception, of two guns, long 6-pounders, and ten Men. She had many Passengers on board, who assisted in making some resistance, but they could not withstand the gallant Attack of the Barge. The Passengers escaped in a small Boat. The Conception is from Santa Marta Martha, laden with logwood: a new Schooner, and sails very fast. The Prisoners, nine in number, appear sickly, and I shall land them immediately to prevent the introduction of disease into the Seine, which I trust will meet your approbation.

I have the honour to be, &c.

DAVID ATKINS.

SIR,

Hercule, Port Royal, June 6, 1805.

I have the honour to enclose, for their Lordships' information, the copy of a letter I have received from Captain Younghusband, of the Heureux, informing me of his having fallen in with, and captured the French Felucca Privateer la Desirée, of one carriage gun and forty Men.

I am, &c. J. R. DACRES.

His Majesty's Ship Heureux, Port Royal, Jamaica,

June 3, 1805.

I have the honour to inform you, that on the 31st instant, off Capé Nicola Moïe, I fell in with, and captured the French Felucca Privateer la Desirée, of one carriage gun and forty Men.

I have the honour to be, &c.

GEORGE YOUNGHUSBAND.

To Rear-Admiral Dacres, &c. &c. &c.

SIR,

Hercule, Port Royal, June 14, 1805.

I have the honour to enclose, for their Lordships' information, the copy of a letter I have received from Captain Mudge, of His Majesty's Ship Blanche.

I am, &c.

J. R. DACRES.

His Majesty's Ship Blanche, off Point Nevea,

St. Domingo, June 10, 1805.

I beg leave to acquaint you of my having this morning captured l'Amitie, French National Schooner, Monsieur Francis Dupuis, Lieutenant de Vaisseau, Commander, pierced for 14 guns, and 85 Men, with dispatches from General Ferrand to St. Jago de Cuba, after a Chase of eleven hours.

L'Amitie is a remarkable fine Vessel, coppered and fastened, and in every respect fit for His Majesty's Service. During the Chase she threw overboard one long brass eighteen and six six-pounders.

I am, &c. ZACHARY MUDGE.

To Rear-Admiral Dacres, Commander in Chief.

SIR,

His Majesty's Ship Hercule, Port Royal, June 16, 1805.

I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, a list of Vessels captured, recaptured, and destroyed by His Majesty's Ships and Vessels under my Command, between the 1st March and the 1st June.

I am, &c.

J. R. DACRES.

A List of Vessels captured, destroyed, and recaptured by His Majesty's Ships and Vessels on the Jamaica Station, under the Command of James Richard Dacres, Esq., Rear-Admiral of the Red, &c. &c. &c.; between the 1st of March and the 1st of June, 1805.

Spanish Schooner Santa Rosa, of 3 guns and 57 Men: captured by the Hunter, Captain Inglesfield.

French Schooner Elizabeth, laden with sundries: captured by the John Ball Cutter, Lieutenant Kortwright.

American Brig Panther, laden with coffee, &c.: recaptured by the Fairy, Captain Creyke.

French Schooner Hazard, of 6 guns and 80 Men: captured by the Blanche, Captain Mudge.

A French Sloop, (name unknown,) laden with fustic: captured by the Racoon, Captain Gordon.

A French National Schooner, (name unknown,) of 1 brass long twelve-pounder, 2 brass long four-pounders, 4 brass three-pound swivels, and 96 Men: destroyed by the Gracieuse Schooner Tender, Mr. Smith, Midshipman of the Hercule.

French Schooner Flying Fish, laden with dry goods, &c.: captured by the Snake, Captain Bowen.

Dutch Schooner Antelope, of 5 guns and 54 Men: captured by the Stork, Captain le Geyte.

British Schooner Desirée: recaptured by the Papillon, Captain Woolsey.

Spanish Felucca Conception, of 1 gun and 25 Men: captured by the Papillon, Captain Woolsey.

Spanish Schooner Don Carlos: captured by the Gracieuse Schooner Tender, Mr. Smith, Midshipman of the Hercule.

Spanish Brig Santa Elena, laden with cocoa in bulk: captured by the Fortunée, Captain Vansittart.

Spanish Ship Benjamin, laden with 32 Negroes: captured by the Princess Charlotte, Captain Gardner.

A Dutch Schooner, (name unknown,) Tender to a Dutch Frigate, of 35 Men: laden with lumber and rice: captured by the Franchise, Captain Murray.

American Ship Anna, laden with lumber: recaptured by the Diana, Captain Maling.

Spanish Schooner Santa Anna, of 1 long eighteen-pounder, 4 six-pounders, and 106 Men, laden with provisions: captured by the Peterell, Captain Lamborn.

Dutch Schooner William George Frederick, laden with Hollands in cases: captured by the Blanche, Captain Mudge.

French Schooner la Tup a-Bord, of 4 six-pounders and 46 Men: captured by the Unicorn, Captain Hardyman.

Spanish Schooner Santa Severina, laden with pitch and tar: captured by the Penguin, Captain Morris.

Spanish Sloop Diligente, laden with horses and Nicaragua wood: captured by the Blanche, Captain Mudge.

British Ship Mary, laden with Island produce: recaptured by the Flying Fish, Captain Price.

Spanish Ship Esmeraldo, laden with quicksilver and iron: captured by the Penguin, Captain Morris.

British Ship Salus, laden with Island produce: recaptured by the Princess Charlotte, Captain Gardner.

Spanish Schooner San Ignacio, laden with sundries: captured by the Seine, Captain Atkins. Droit of Admiralty.

Spanish Schooner Refusgo, of 3 guns and 53 Men: destroyed by the Surveillante, Captain Bligh.

American Schooner Courier, laden with naval stores : captured by the Diana, Captain Maling.

American Schooner Aan and Harriot, laden with sundries : recaptured by the Diana, Captain Maling.

French Ship General Erneuf, late His Majesty's Sloop Lilly, of 18 twelve-pounder carronades, 2 long four-pounders, 129 Seamen, and 31 Soldiers : sunk, and exploded as going down, by the Renard, Captain Coghlan.

Spanish Schooner San Felix y Socaroo, of 1 gun and 40 Men : captured by the Bacoon, Captain Crofton.

French Schooner Perseverante, of 1 twelve-pounder, 4 four-pounders, and 84 Men : captured by the Seine, Captain Atkins.

Spanish Schooner Elizabeth, of 10 guns and 47 Men : captured by the Bacchante, Captain Dashwood.

Spanish Schooner Conception, of 2 long six-pounders, and 19 Men : captured by the Barge of the Seine, Lieutenant Bland, of Marines.

French Schooner Desirée, of 1 gun and 50 Men : destroyed by the Heureux, Captain Younghusband.

J. R. DACRES.

Copy of a Letter from Captain Poyntz, Commander of His Majesty's Ship the Melampus, to William Marsden, Esq. ; dated in Plymouth Sound the 22d July.

SIR,

I beg you will be pleased to inform the Lords Commissioners of the Admiralty of my arrival at this Port with the Hydra, Prize to the Melampus : for the particulars of which I beg to refer you to a copy of my letter to Admiral Cornwallis, herewith enclosed.

I am, &c.

STEPHEN POYNTZ.

SIR,

Melampus, Plymouth Sound, July 22, 1805.

I have the honour to acquaint you, that, in executing Admiral Lord Gardner's orders, His Majesty's Ship under my Command, the 13th instant, in lat. 50° N., long. 20° W., captured the Hydra Spanish private Ship of War, of 28 guns, mounting 22 long nines on the main deck, leaving two spare ports, and 6 sixes on the quarter-deck, with a complement of 192 Men, three of whom were killed, and several wounded, in the Skirmish. Her Cruise of four months terminated on the seventeenth day without any loss to the Trade of this Country ; and her superior qualifications induce me to recommend her for His Majesty's Service.

I have the honour to be, &c.

To Admiral Cornwallis, &c.

S. POYNTZ.

Copy of a Letter from Rear-Admiral Drury to William Marsden, Esq., dated at Cork the 21st July.

SIR,

You will please to acquaint the Lords Commissioners of the Admiralty, that His Majesty's Ships Topaze and Venus arrived here this day with l'Hirondelle, a French Brig Privateer, of 16 guns, and 90 Men, Prize to the latter. Enclosed I transmit a letter from Captain Matson, which will inform their Lordships of the particulars of the Capture.

I beg leave to mention that Captain Matson describes this Brig as sailing extraordinary well ; that the Venus took her by having her to leeward and out-carrying her, and that by the Wind she sails much faster than the Venus.

I am, &c.

W. O'B. DRURY.

SIR,

Venus, Cork Harbour, July 21, 1805.

I have the satisfaction to acquaint you, that His Majesty's Ship under my Command, on the morning, at daylight, of the 10th instant, being in the lat. 48° 24' N., and about the long. 14° W., gave Chase to a Sail bearing west ; and, after a run of sixty-six miles W.N.W. with a fine breeze from the north-east, in six hours came up with and captured l'Hirondelle French Privateer Brig, belonging to Dunkirk, mounting 16 guns, four sixes, and the rest three-pounders ; two of the former were thrown overboard in the Chase, and having on board 90 Men ; left Gigeon in Spain 27th of last month, and has not since made any Captures.

This Brig, on her former Cruise, fell in with and took the Queen Charlotte Packet, Captain Mudge, after an Action of two hours, on the 16th of May last, in the lat. 47° 20' N., and long. 12° 20' W., and captured several other Vessels.

I have the honour to be, &c.

To Rear-Admiral Drury, Esq. &c.

H. MATSON.

LONDON GAZETTE EXTRAORDINARY.

ADMIRALTY-OFFICE, JULY 31, 1805.

Copy of a Letter from the Hon. Admiral Cornwallis, Commander in Chief of His Majesty's Ships and Vessels in the Channel, &c., to William Marsden, Esq., dated Ville de Paris, off Ushant, 28th July, 1805. Eight P. M.

SIR,

I have the pleasure to enclose, for the information of the Lords Commissioners of the Admiralty, a Letter from Vice-Admiral Sir Robert Calder, giving an account of his success against the Combined Squadrons of France and Spain.

I have the honour to be, &c.

W. CORNWALLIS.

SIR,

Prince of Wales, July 23, 1805.

Yesterday, at noon, lat. 43° 30' N., long. 11° 17' W., I was favoured with a view of the Combined Squadrons of France and Spain, consisting of 20 Sail of the Line, also three large Ships armed *en flûte*, of about 50 guns each, with five Frigates, and three Brigs: the Force under my directions at this time consisting of 15 Sail of the Line, two Frigates, a Cutter, and a Lugger, I immediately stood towards the Enemy with the Squadron, making the needful Signals for Battle in the closest order; and on closing with them, I made the Signal for attacking their centre. When I had reached their rear, I tacked the Squadron in succession; this brought us close up under their lee, and when our headmost Ships reached their centre, the Enemy were tacking in succession; this obliged me to make again the same manœuvre, by which I brought on an Action which lasted upwards of four hours, when I found it necessary to bring to the Squadron to cover the two captured Ships, whose names are in the margin*. I have to observe, the Enemy had every advantage of Wind and weather during the whole day. The weather had been foggy at times, a great part of the morning; and very soon after we had brought them to Action, the fog was so very thick at intervals, that we could with great difficulty see the Ship a-head or a-stern of us; this rendered it impossible to take the advantages of the Enemy by Signals I could have wished to have done. Had the weather been more favourable, I am led to believe the Victory would have been more complete. I have very great pleasure in saying, every Ship was conducted in the most masterly style; and I beg leave here publicly to return every Captain, Officer, and Man, whom I had the honour to Command on that day, my most grateful thanks, for their conspicuously gallant and very judicious good conduct.

The Hon. Captain Gardner, of the *Hero*, led the Van Squadron in a most masterly and Officer-like manner, to whom I feel myself particularly indebted; as also to Captain Cuming, for his assistance during the Action.

Enclosed is a list of the killed and wounded on board the different Ships. If I may judge from the great slaughter on board the captured Ships, the Enemy must have suffered greatly. They are now in sight to windward; and when I have secured the captured Ships, and put the Squadron to rights, I shall endeavour to avail myself of any opportunity that may offer to give you some further account of these Combined Squadrons.

I have the honour to be, &c.

Hon. Admiral Cornwallis.

R. CALDER.

List of the Killed and Wounded on board the Ships of the Squadron under the Orders of Vice-Admiral Sir Robert Calder, Bart., on the 22d of July, 1805.

Hero—Hon. A. H. Gardner, 1 killed, 4 wounded.*Ajax*—William Brown, 2 killed, 16 wounded.*Triumph*—Henry Inman, 5 killed, 6 wounded.*Barbœur*—George Martin, 3 killed, 7 wounded.*Agamemnon*—John Harvey, 3 wounded.*Windsor Castle*—Charles Boyles, 10 killed, 35 wounded.*Defiance*—P. C. Durham, 1 killed, 7 wounded.

Prince of Wales—Vice-Admiral Sir Robert Calder and Capt. W. Cuming, 3 killed, 20 wounded.

* *St. Rafael*, 84 guns. *La Firme*, 74 guns.

Repulse—Hon. A. K. Legge, 4 wounded.
 Reasonable—Josias Rowley, 1 killed, 1 wounded.
 Dragon—Edward Griffiths, none.
 Glory—Rear-Admiral Sir Charles Stirling and Capt. Samuel Warren, 1 killed,
 1 wounded.
 Warrior—S. Hood Linzee, none.
 Thunderer—W. Lechmere, 7 killed, 11 wounded.
 Malta—Edward Buller, 5 killed, 40 wounded.

FRIGATES.

Egyptienne—Hon. C. E. Fleming, no return.
 Syrius—W. Prowse, 2 killed, 3 wounded.
 Frisk Cutter—Lieut. J. Nicholson, none.
 Nile Lugger—Lieut. G. Fennel, none.
 Total—41 killed, 158 wounded.

R. CALDER.

AUGUST 3, 1805.

Copy of a Letter from Sir Robert Calder, Bart., Vice-Admiral of the Blue, to the Honourable William Cornwallis, Admiral of the White, &c.; dated on board His Majesty's Ship the Prince of Wales, the 25th of July, 1805.

SIR,

I am induced to send, by the Windsor Castle, a triplicate of my Dispatch of the 23d Instant. Owing to a very great omission of my Secretary, who, from indisposition, and an interlineation in my first Letter, neglected to insert the name of Rear-Admiral Charles Stirling in my public thanks; I am therefore to request you will be pleased to cause the mistake to be corrected as early as possible.

I have the honour to be, &c.

ROB. CALDER.

AUGUST 17, 1805.

Copy of a Letter from Vice-Admiral Rainier, to William Marsden, Esq., dated Trident, Madras-Road, March 9, 1805.

SIR,

I feel the highest gratification in having the pleasure to enclose, for their Lordships' information, copy of a Letter I have very recently received from Captain Henry Lambert, of His Majesty's Ship St. Fiorenzo, containing the particulars of his success in taking the French National Frigate la Psyché, Capt. J. Bergeret, preceded by a very active pursuit. The loss of Men on both sides is great, but, as usual, much more so on board the Enemy. It adds much to the honour and credit of Captain Lambert, his Officers and Crew, that the character of Captain Bergeret stands high in the French Navy, being the same Officer who commanded la Virginie, when captured by Sir Edward Pellew in the Indefatigable; to which may be added the increased annoyance sustained by the St. Fiorenzo, from the great support given the French Frigate by l'Equivoque armed Ship. But I cannot help expressing myself much pleased with the animated and spirited resolution taken by Captain Lambert, for renewing the Attack, which was only prevented by Victory, as attempts of that kind have been generally found to be successful, evincing the superior valour of British Sailors, and exhibiting a most laudable example for imitation to the Service in general. All the trading part of His Majesty's Subjects throughout India rejoice on the occasion of this Capture, as being more apprehensive of depredations on their Trade from Captain Bergeret's abilities and activity, than from the whole remaining Force of the French Navy at present in these Seas united.

I have the honour to be, &c.

PETER RAINIER.

SIR,

St. Fiorenzo, Kedgerie, Feb. 17, 1805.

I have the honour to inform you of my arrival this day off the Sand Heads, after having proceeded to the southward, in consequence of a Letter received the 8th Instant from the Chief Secretary of Government, acquainting me of a suspicious Vessel having appeared off Vizagapatam, supposed to be the National Frigate Psyché, and requesting, in the name of his Excellency the Governor-General in Council, that I would either proceed towards that place, or other-

wise, as I might consider most expedient to the advantage of the public Service; I therefore thought that I should not be exceeding the limits of your Orders by pursuing such a course as I conceived most probable for intercepting the said Vessel, should she be bound to the northward and eastward.

On the 13th Instant, at six A. M., in latitude $19^{\circ} 35'$ N., longitude $85^{\circ} 25'$ E., I had the satisfaction to discover three Sail at anchor under the land, who shortly after weighed and made sail to the southward. I plainly observed that one was a Frigate, and the other two apparently Merchant Ships. I continued the Chase until half-past seven P. M. the following day, when coming up with the sternmost Vessel, she proved to be the *Thetis*, Country Ship, Prize to the French Frigate *la Psyché*, of thirty-six guns, and 240 Men, under the Command of Captain Bergeret, then a-head at a short distance. Finding the Enemy had abandoned the *Thetis*, I left a Midshipman in charge, and continued the Chase after the Frigate, then making off under all sail. At ten minutes past eight commenced close Action, at the distance of about half a cable's length, and continued so until half-past eleven; at which time, finding all our running rigging very much cut up, hauled off to repair the same. At midnight, bore up to renew the Conflict; but, just as we were about to recommence our fire, an Officer from the Enemy came on board to inform me Captain Bergeret, from humanity's sake for the remaining survivors, had struck, though he might have borne the Contest longer. During the Action we were occasionally annoyed by the fire of the *Equivoque* Privateer, of ten guns and forty Men, commanded by a Lieutenant. She proved to be the late Pidgeon Country Ship, fitted out by Captain Bergeret as a Privateer: which Vessel, from sailing very well, I am concerned to acquaint you, effected her escape in the course of the night.

I beg leave to observe, from the able support which I received during the Action from Lieutenants Doyle, Dawson, Collier, and Davies, Mr. Findlayson the Master, and Lieutenant Ashmore, of the Marines, as well as the rest of the Ship's Company, who displayed the most gallant and spirited conduct on the occasion, merit my warmest encomiums. I also feel it a duty incumbent on me to recommend Mr. Doyle, my First Lieutenant, to your attention, from his meritorious and exemplary behaviour throughout the Contest. I am grieved to relate that Lieutenant Dawson is dangerously wounded in the breast with a boarding Pike while in the act of boarding.

Enclosed I transmit a list of the killed and wounded of His Majesty's Ship under my Command, also of the late French National Frigate *la Psyché*.

I have the honour to be, &c.

To Vice-Admiral Rainier, Commander in Chief, &c.

H. LAMBERT.

A List of the Killed and Wounded in His Majesty's Ship St. Fiorenzo.

Killed.—Mr. Christopher H. B. Lefroy, Midshipman, 8 Seamen, 1 Drummer, and 2 Marines.

Wounded.—Lieutenant Dawson, Mr. Findlayson, Master, Lieutenant Ashmore of the Marines, Mr. Martingle, Midshipman, 30 Seamen, and 2 Marines.—Total, 12 killed and 36 wounded.

A Return of the Killed and Wounded in the late French Frigate la Psyché.

Killed.—The Second Captain, 2 Lieutenants, 54 Seamen and Soldiers.

Wounded.—70 Officers and Seamen.—Total, 57 killed and 70 wounded.

Copy of a Letter from Rear-Admiral Dacres, to W. Marsden, Esq., dated on board the Shark, at Port Royal, 3d July, 1805.

SIR,

Herewith you will receive the copy of a Letter from Lieutenant Benarding, commanding the Sandwich Cutter, to Captain Dashwood, of the *Bacchante*, acquainting him with the Capture of three Privateers.

I am, &c.

J. R. DACRES.

His Majesty's Cutter Sandwich, at Nassau, New Providence, May 21, 1805.

SIR,

In consequence of your Order of the 21st Ultimo, I proceeded on the Cruise directed, in company with the Nassau Schooner, and on the 6th Instant, the

West Caicos bearing E. S. E. about eight leagues, we fell in with and captured the French armed Schooners *la Renommée*, mounting three guns, one long nine, and two sixes, having on board 56 Men; and on the 7th, *la Rencontre*, mounting two guns, four pounders, and 42 Men; as also *la Venus*, with one gun and 25 Men.

I should have continued to Cruise for a greater length of time, but was forced to return from the great number of Prisoners.

I am, &c.

C. D. BENARDING.

Captain Dashwood, *Bacchante*.

SIR,

Shark, Port Royal, 5th July, 1805.

I have the honour to enclose, for their Lordships' information, the copy of a Letter I have received from Captain Atkins, of the *Seine*, acquainting me of the Barge, commanded by Lieutenant Bland, of the Marines, having captured an armed Spanish Felucca.

I am, &c.

J. R. DACRES.

To Wm. Marsden, Esq.

SIR,

Seine, off Aquadella, June 18, 1805.

Lieutenant Bland, of the Marines, commanding the *Seine's* Barge, returned this morning from a short Cruise, in which he destroyed a Spanish Sloop, and captured the Conception, a large Spanish Felucca, of two long four-pounders, and 14 Men, after an Action of three quarters of an hour: the Enemy had five Men severely wounded; and I am happy to add, not a Man was hurt in the Barge.

This is the second very gallant dash of Mr. Bland since our arrival here; in both he has acquired much credit, and he speaks in the strongest terms of the gallantry and good conduct of Mr. Edward Cook, Midshipman, who accompanied him, and of all the Boat's Crew. The Felucca is laden with cocoa and cochineal, and was bound from Porto Rico to Cadiz.

I have the honour to be, &c.

To J. R. Dacres, Esq., Commander in Chief,

D. ATKINS.

&c. &c. &c.

AUGUST 24,

Copy of a Letter from Captain Mudge, of His Majesty's late Ship *Blanche*, to William Marsden, Esq.; dated on board the French National Ship *Topaze*, 22d July, 1805.

SIR,

I am sorry to inform you of the loss of His Majesty's Ship *Blanche*, which was captured by a French Squadron, as per margin^a; but, thank God, she was not destined to bear French Colours, or to assist the Fleet of the Enemy.

On Friday morning, July 19th, in lat. 20° 20' N., long. 66° 44' W., (weather hazy,) at eight, four Sail were seen off the weather cat-head, three Ships, and a Brig on the opposite tack, under easy sail. I kept to the Wind until we were near enough to distinguish Colours. I then made the necessary Signals to ascertain whether they were Enemies. At ten, when a-breast, about three miles distant, they all bore up, and hoisted English Ensigns; but, from the make of the Union, and colour of the Bunting, with other circumstances, I concluded they were French, and therefore determined to sell the Ship as dearly as possible (for

^a *La Topaze*, of 44 guns, 28 eighteen-pounders on the main-deck, 10 thirty-six pound carronades and 6 twelve-pounders on the quarter-deck and fore-castle, Captain Bourdin, Commander, 340 Men, 10 Officers and 60 Privates, Legion di Midi.—(410.)

Le Departement des Landes, of 20 guns, nine-pounders, and 2 six-pounders on the fore-castle, Captain des Blantel, 200 Men, 6 Officers and 30 Privates, Legion de Midi.—(236.)

La Torche, of 18 guns, long twelve-pounders, Captain Brunet, 190 Men, 3 Officers and 20 Privates, Legion de Midi.—(213.)

Le Faune, of 16 guns, nine-pounders, Captain Delun, 120 Men, and 3 Officers, Legion de Midi.—(123.)

sailing was not of the question, the *Blanche* having little or no copper on those last nine months, and sailed very heavy). Having brought-to, with the mainsail in the brails, at eleven the Commodore ranged up within two cables' length, shifted his Colours, and gave us his broadside. When within pistol-shot she received ours;—the Action became warm and steady, the Ships never without hail of each other, running large, under easy sail;—le *Département des Landes* on the starboard quarter, and the two *Corvettes* close astern. At forty-five minutes past eleven the Ship became ungovernable, and was reduced to a perfect Wreck; the sails totally destroyed, ten shot in the foremast (expecting it to fall every minute), the mainmast and rigging cut to pieces, seven guns dismounted, and the Crew reduced to one hundred and ninety, and the rest falling fast, with no probability of escape, I called a Council of Officers for their opinion, who deemed it only sacrificing the lives of the remainder of as brave a Crew as ever fought, to hold out longer, as there was not the smallest prospect of success; I therefore, at twelve, ordered the Colours to be struck, and was immediately hurried on board the Commodore. At six, the Officers, who had charge of the *Blanche*, returned, and reported the Ship to be sinking fast, on which she was fired; and in about an hour after she sunk, for the Magazine had been some time under Water.

Thus, Sir, fell the *Blanche*; and I trust the Defence made by her Officers and gallant Crew will meet their Lordships' approbation.

I have the honour to be, &c.

ZACHARY MUDGER.

P.S. Including every individual when the Ship went into Action, there were but two hundred and fifteen, thirty Men being in Prizes, and eight left on board one of the Frigates at Jamaica. I cannot exactly ascertain those killed and wounded, as the Crews were promiscuously distributed to the different Ships of the Squadron, but these that came immediately under my notice were,

Killed.—John Nichols, Quarter-Master; William Marsh, able; Thomas Mullins, ditto; James Forde, ditto; Edward Marsh, ditto; Nimrod Lunce, Marine; William Jones, ditto, (Drummer); William Strutton, Boy.

Wounded.—Mr. William Hewett, Boatswain, with ten Seamen, and two Minors.

Copy of a Letter from Captain Barton, of His Majesty's Ship Goliath, to W. Marsden, Esq.; dated at Sea the 15th Instant.

SIR,

I have enclosed, for their Lordships' information, a copy of a letter I have this day sent to the Honourable Admiral Cornwallis.

I have the honour to be, &c.

R. BARTON.

SIR,

Goliath, at Sea, August 15, 1805.

I beg leave to acquaint you, for the information of my Lords Commissioners of the Admiralty, that agreeably to your order of the 11th instant, standing for Brest, this day, at eight A.M., lat. 45° 33' N., and long. 7° 25' W., we fell in, with le *Faune* Brig *Corvette*, mounting sixteen guns, which, after a short Chase, we captured. She was chased by the *Camilla*, who was in company, since eleven P.M.: she was from Martinico, bound to any part of the Coast she could make. She had on board twenty-two Men belonging to the *Blanche*.

I have sent the *Corvette* in charge of the *Camilla*, Captain Taylor, who is bound to Portsmouth, and shall immediately proceed to put your order in execution.

I have the honour to be, &c.

R. BARTON.

Honourable Admiral Cornwallis, &c. &c. &c.

N.B. *La Faune* is perfectly new, this being her first Voyage; she sails remarkably fast, and I think is a great acquisition to the Service for this class of Vessels.

R. B.

Copy of a Letter from Captain Taylor, of His Majesty's Ship Camilla, to W. Marsden, Esq.; dated at Spithead, 22d August, 1805.

SIR,

I acquaint you; for the information of the Lords Commissioners of the Admiralty, that we arrived here this morning; and that a fine new French Corvette Brig, le Faune, of 16 guns and ninety-eight Men, after being chased nine hours by His Majesty's Ship Camilla, was captured the 15th instant, at eight A.M., in lat. 45° 18' N., long. 7° 36' W., by her and His Majesty's Ship Goliath, who joined in the latter part of the pursuit.

I have the honour to be, &c.

B. W. TAYLOR.

The following is an Extract of a Letter from John Rogers, Esq., commanding the United States' Squadron in the Mediterranean, to Fred. Degen, Esq., Navy Agent for the United States, at Naples, dated Malta, June 8, officially communicated:—

" SIR,

" I have the honour to make known to you, that Peace was concluded between the United States of America and his Excellency the Bashaw of Tripoly, by Tobias Lear, Commissioner on the part of the United States, and the said Bashaw of Tripoly, in behalf of himself and subjects, on the 3d instant, on terms the most honourable and advantageous to the United States. Our unfortunate Countryman, Captain Bainbridge, Officers and Crew of the late Frigate Philadelphia, are again restored to the arms of Liberty and their Country; and I beg you, Sir, to give these communications publicity.

" I have the honour to be, very respectfully,

" Your obedient humble Servant,

" JOHN ROGERS."

Minutes of the Action between the Combined Fleet of France and Spain, and the British Squadron under the Command of Vice-Admiral Sir Robert Calder:

" His Majesty's Ship Windsor Castle, lat. 44 deg. 10 min. long. 11 deg. 22 min.—Cape Finisterre S. E. 112 Miles. One Hundred Leagues N. E. of Ushant.

" P. M. Moderate breezes, and thick foggy weather. At two o'clock, Admiral Calder made the Signal for an Enemy being in sight, and to prepare for battle; at three ditto, formed the Line of Battle in open order; forty-five minutes after four, the Van Ships having tacked, Signal was made to engage the Enemy's centre in close order; fifty-five after four, the cannonading commenced by Ships a-head; the fog being so thick, could not discover what Ships were engaged; ten minutes past five, being on the larboard tack, observed the Barfleur on the starboard tack; tacked Ship on her wake; the fog having cleared away a little, discovered two French Line of Battle Ships, a Frigate, and a Brig, opposed to us, when we opened our fire, with an almost incessant cannonading; at forty-five minutes after six, a Spanish Ship of the Line dropped down to support the above Ships; they hauling their fore and main halyards on board, made sail to windward from us, at the same time kept up a heavy fire; two other Ships of the Line took their stations; the Prince of Wales coming up, partially engaging two Ships of the Line, their foremost fire being directed at us, and their aftermost at the Prince of Wales. At seven, our fore-top-mast and main-top-gallant-mast shot away. At forty-five after seven, observed the Ship opposed to us before the beam, with the main and mizen mast gone, which Ship struck her Colours, and dropped astern; sent a Boat with Lieutenant Molineux to take possession, who was prevented by the heavy fire from the Prince of Wales, not observing she had struck her Colours to us. The fog again coming on, the Boat returned on board. The headmost of the two Ships, whose fire was divided between us and the Prince of Wales, appeared to be much disabled, bore up and dropped down upon our Line, under a very heavy fire from Ships astern, her lower masts then standing. About half past eight, the Enemy ceased firing at us, but continued engaging astern until three quarters past eight, when they made sail to windward. Our disabled situation, the standing and

running, rigging shot away, our masts and yards much wounded, rendered it impracticable to pursue them; at eleven, the Dragon informed us she was ordered to remain by, and assist us; if necessary, to take us in tow. A. M. moderate and fine; at thirty minutes past four, observed the Malta Man of War, Sirius and Ezyptienne Frigates, coming up from the leeward, with two of the Enemy's Line of Battle Ships in tow; the remainder of the Enemy's Ships, thirty in number, being hull-down to windward. British Squadron, consisting of thirteen Ships of the Line, two sixty-four gun Ships, and two Frigates, a Lugger, and Cutter. Enemy's Fleet, consisting of twenty-two Ships of the Line, six Frigates, and two Brigs, one Store-ship, and a captured English South Seaman, under a heavy press of sail, to windward."

Extract of a Letter from an Officer on board one of the Frigates in Sir Robert Calder's Fleet.

"On the 22d July, about eleven A. M., the Defiance, one of the look out Ships, made a Signal for a Fleet N. W., directly to windward of our Fleet; shortly after the Signal for their being the Enemy's Fleet, and that they consisted of Ships of the Line and Frigates, to the number of thirty. At this time we were to windward of the Defiance, and four or five leagues to windward of our Fleet. About half past twelve P. M. we could plainly count from our deck from twenty-five to thirty Sail, apparently lying-to. The Defiance getting nearly within gun-shot, returned to our Fleet, who were then forming in Line of Battle. About two we were considerably within gun-shot of the Enemy's advanced Squadron, which then tacked and stood to windward of their Fleet, then formed in Line. We bore up to leeward of their advanced Ship, and passed within half gun-shot of their whole Line, which was formed in a masterly stile, and consisted of seventeen Sail of the Line, and three Line of Battle Ships to windward for the protection of their Rear. They had likewise seven large Frigates, two Brigs, and a very valuable Galleon, which one of their Frigates had in tow; the Frigates were likewise to windward (with the three Ships of the Line,) of their sternmost Ship. Our Fleet was at this time about six miles to leeward, on the starboard tack, under a press of sail, the Enemy at the same time under easy sail—a thick fog intervening, prevented the two Fleets from seeing each other. Seeing the Galleon in tow by the Frigate, and observing they were the sternmost Ship of the Enemy's Line, we tacked with the intent of attempting to cut her off. This sudden manœuvre threw the Enemy's Frigate into alarm, and she immediately commenced firing Signal-guns in quick succession, which caused three Line of Battle Ships, stationed to cover their Rear, to edge down for her protection. Our attempt being thus frustrated, we were compelled to edge down to our Fleet. The fog at this time cleared a little, and we perceived that our Fleet tacked for the Enemy, and the Admiral had given the Signal to attack their Centre. As we were edging away, we observed the Van of the Enemy had wore for the protection of the Galleon likewise, and when we observed, their leading Ships (three quarters past four,) were in a very critical situation. On passing, they hoisted Spanish Colours, and we received the whole fire of their three leading Ships, upwards of 120 pieces of heavy artillery, discharged in one moment on our Frigate, while we could only return twenty. Thus the Action commenced: our leading Ship, the Hero, 74, tacked immediately the Enemy opened their fire on us, and commenced a heavy cannonading on them in return. It continued with unremitting fury for three hours and a half, when we saw (on the clearing of the fog at intervals,) the French Line to windward, and two Ships disabled, although we could not at the time distinguish whether they belonged to the Enemy or us. At half past eight the firing ceased on both sides; the Admiral hoisted his distinguishing lights, as did the rest of the Squadron, when we could plainly observe our Fleet to be in tolerable order, considering the extreme foggi-ness of the weather, and had apparently suffered but little, although the firing on both sides was extremely heavy. We being just to leeward of the Admiral, were ordered into the Rear to take possession of the two Prizes, attending on which duty has been our constant employment ever since. About nine, the Admiral made the Signal to bring to on the starboard tack, which was complied with by the whole Line. The two Spanish Ships that have surrendered had 600 Men killed and wounded; their lower masts shot away by the board, so that they were rendered

totally unmanageable, and gave us immense trouble in towing them. Had the weather been clear, I have no hesitation in saying they would have been completely defeated—but the fog prevented our Ships getting near enough (they not being discernible but at intervals,) and the French being to windward were too wise to come nearer to us. On the 24th, the Wind shifted to the Eastward, which brought our Fleet to windward of the Enemy. At this time we were so far to leeward with our Prizes, that we could not see the Enemy, though our Fleet could.

FRENCH ACCOUNT OF THE ACTION WITH SIR ROBERT CALDER.

MINISTRY OF MARINE.

*" On board the Emperor's Ship Bucentaure, 8 Thermidor, (27 July),
40 Leagues W.S.W. off Cape Finisterre.*

" I have the honour, my Lord, to give you an account of the Combined Fleets having quitted Martinique on the 16th Prairial.

" On the 9th July, being off Cape Finisterre, there came on an E.N.E. and N.E. Wind, which blew with great violence. The Indomptable lost her main-top-mast, and the Fleet suffered much damage in its yards and sails. The Wind moderated, but continued blowing from the same quarter, and I remained without being able to make more way, still contending with adverse Winds to the 22d July, when I descried 21 Sail of the Enemy. I immediately formed in Line of Battle on the larboard tack. Admiral Gravina made to the Spanish Squadron the Signal to head the Line, and he himself led the Combined Squadrons. The weather was excessively foggy. We steered towards the Enemy, who steered towards us in a long Line, with the apparent intention of hauling their Wind upon our Rear, and of placing it between two fires, by tacking before the Wind. As soon as I saw them to leeward, I made the Signal for luffing up and going about.

" The fog began to disperse. As soon as my Signal was seen by Admiral Gravina, he immediately obeyed it with much resolution, and was followed by all the Vessels of the Fleet. As soon as he closed, he engaged the Enemy's Ships, which had already begun their movement before the Wind. But the fog then became so thick that it was impossible to see any thing, and each Ship could scarcely see the Vessel next to it.

" The Battle then began almost along the whole Line. We fired by the light of the Enemy's fire almost always without seeing them. It was only at the end of the Battle, when the weather cleared up a little, that I could see to leeward of the Line a Ship of the Line under Spanish Colours working to windward under her courses, her top-sails struck—near her were two of the Enemy's, one totally dismasted; and the other, a three-decker, with her topmast gone, and much cut in her rigging, running both before the Wind. The dismasted Ship appeared in great confusion, and could scarcely keep the Sea with all her Pumps going.

" An excessively thick fog covered the whole Van and Rear of the Squadron, and prevented us from executing any movement. As far as I could see, all the advantage of the Combat was with us.

" The fog did not abate during the remainder of the evening. During the night the two Squadrons remained in sight, making Signals to keep together. I thought, however, I perceived that the Enemy retreated. As soon as the day broke we saw them much to leeward of us. All the reports received from the French Vessels were satisfactory;—those of Admiral Gravina evinced a firm determination to pursue and again attack the Enemy. When the weather afterwards cleared up, we did not perceive two Spanish Ships, la Firme and le St. Raphael.

" I ordered a general bringing-to, and forming a Line of Battle on the larboard tack, bore down upon the Enemy.

" The Wind abated, the Sea was high, the Enemy bore down, and it was impossible for me, during the whole of the day, to engage them in the manner I could have wished.

" I was busy all night in keeping the Fleet in order, that I might be ready to renew the Engagement at day-break.

" At the first peep of dawn, I made Signal to bear down upon the Enemy, who had taken their position at a great distance; and endeavoured, by every possible press of sail, to avoid renewing the Action.

" Finding it impossible to force them to a re-engagement, I thought it my duty not to remove any further from the line of my destination, but so to shape my course as to effect, agreeably to my instructions, a junction with the Squadron in Ferrol. I experienced much opposition from contrary Winds at N.E. and E.N.E., which during yesterday continued to blow with the utmost violence.

" The following is the only accounts I have received of the two Ships which are missing from the Spanish Squadron :—

" Captain Cosmao who commanded the *Plato* (a French Ship), informed me that from the very beginning of the Action the *Firme* had lost her main and mizen masts; that he had protected her as long as he could keep sight of her, by placing himself between her and the Enemy, but that he soon afterwards lost sight of her in the fog.

" As to the *St. Raphael*, it appears certain that she was not dismasted, but that Vessel being a bad sailer, fell to leeward, and we lost sight of her the first night.

" To conclude; the Fog continued so thick, that I was unable to distinguish the Force of the Enemy; but on the day after the Action I saw fourteen Sail, of which three were Three-deckers; the greater part of them appeared much damaged. If it is true, as stated by the Captain of *la Didon*, who reconnoitred the Enemy before the Action, that they had fifteen Sail, it may be presumed that one of them had disappeared in the Action.

" In short, my Lord, this affair has been honourable to the arms of both Powers; and had it not been for the thick fog which continued to favour the movements and the retreat of the Enemy, he would not have escaped our efforts, nor a decisive Action.

" I am still ignorant of the number of killed and wounded; but I believe it is not considerable. I have to regret Captain de Perrone, of His Majesty's Ship *l'Intrepide*, who was killed. Captain Rolland, of *l'Atlas*, has received a wound. I shall have the honour to send you immediately more detailed accounts.

" I entreat your Excellency to accept my respects.

" VILLENEUVE."

*From on board His Imperial Majesty's Ship the Bucentaure, at Sea,
the 22d Prairial, (April 11.)*

" MY LORD,

" I have the honour to inform you, that on the 19th instant (April 8,) having doubled Antigua, I got information that in the N.N.E. was a Convoy of the Enemy, consisting of fifteen Sail.

" I made Signal for a general Chase, and at night-fall the whole of the Convoy was in my power, which I sent off to Martinique.

" These Ships, which had come out from Antigua, were all laden with colonial produce, and destined for Europe. The Convoy may be valued at five millions (French).

" I entreat your Excellency to accept my respects.

" VILLENEUVE."

P.S.—The *Didon* Frigate has just taken a *Lugger* of 14 guns, and 49 Men.

*" On board the Bucentaure, off the Azores, on the
4th Messidor.*

" MY LORD,

" I have the honour to inform your Excellency, that yesterday morning the advanced Frigates discerned two Sail, to which they gave Chase and came up with. One was an English Privateer, the *Mars*, of Liverpool, of 14 guns, and 50 Men; the other was a Spanish Ship, the *Minerva*, which had been captured by the Privateer, and which he was escorting. The Ship was coming from Lima, having been at Sea nearly five months, with a very rich Cargo. Independent of 480,000 piastres, her Cargo consisted of bark, cocoa, &c.; the whole estimation at from five to six millions (French). The Privateer being much damaged from

boarding, Captain Lameillerie, of the *Hortense*, set it on fire, after taking the Crew on board. The *Didon* manned the other, and I have her under my protection.

"I entreat your Excellency to accept my respects.

"VILLENEUVE."

An order, we understand, has been lately sent to all the Out-ports some days ago, instructing our Cruisers to detain all American Vessels which have on board property not the produce of the United States. This order has been already acted upon, and several Ships have been stopped. The American Consul, it is reported, applied to Government yesterday for an explanation; but we are not acquainted with the answer he received.

It has been ascertained that the American Ships have for a length of time been in the practice of going to the Isle of France, and the French Ports in the West Indies, to bring away produce, which they finally carried into French or Dutch Ports. Their usual custom was to touch at an American Port, in order to give the Cargoes the appearance of being American property; but it is very well known that such Cargoes never were landed. It is in consequence of these proceedings that the orders above mentioned have been issued.

The following miraculous circumstance took place on board His Majesty's Ship *Leopard*, at Dung-ness, on the 29th of July:—One of the Carpenter's Crew, when down in the Pump Well to sound, while the Ship was pumping out, who was perceived by two others to have been longer down than necessary, and the light extinguished, one of them followed to find the cause, who also did not return, upon which the other attempted, but fortunately finding himself suffocating, and the light he had with him put out by the confined air, returned with the greatest difficulty almost senseless, and gave the alarm to Mr. Abraham Preston, the Purser, and Mr. Detton; the former of whom, with a commendable spirit and determination to save his fellow-creatures, descended, (while the alarm to the whole Ship was given by the latter,) and succeeded in raising the head of the first apparently lifeless sufferer from under water, and placing it on the keelsale, when himself swooned away in the act: a Man who followed him with a light fell down from the ladder like a stone on the top of the others. The alarm was now general, and every one anxious to give his assistance to the relief of his Shipmate. Three more entered the Well one after the other, but did not return. It was now perceived to be foul air collected, and the best means thought to get the sufferers up was to tie a rope round one to descend, with another rope, and to hoist them up. The first who went down felt himself so well, that he unlashed himself, and tied it upon another, who was hoisted up; but when the rope was put again down, he was found gone with the others. All the scuttles had been opened, and the wind-sails by this time had been hoisted, when two more Men descended, and succeeded in getting every one on deck. Of Mr. P. and the two first there appeared but little hopes of recovery; but from the attention of Captain Ragget, and Mr. Buchan the Surgeon, I am happy to say every one is restored to his duty in good health and spirits. Great praise is due to Mr. P.

CAPTURE OF THE DIAMOND ROCK.

(FRENCH ACCOUNT, FROM THE MARTINIQUE GAZETTE.)

The *Martinique Gazette* of the 14th June, gives a long and detailed account, in a report from the Chef d'Escadre Boyer, Aid-du-Camp to the Captain-General Villaret Joyeuse, of that most brilliant Achievement—the Capture of the Diamond Rock.

The report says, that Captain Boyer embarked, on the 9th Prairial, 200 Troops, and was convoyed by two 74's, a Frigate, and a Brig. On the 11th he divided them into two Divisions—between nine and ten o'clock he effected a landing, much sooner than he expected, under a most heavy fire from the English, from the heights of the Rock, the lower part having been abandoned. "The scaling of the Rock seemed perfectly easy, and I made my dispositions accordingly. But the moment we had landed, this illusion ceased. I saw nothing but immense precipices, perpendicular Rocks, a threatening Enemy, whom it was impossible to reach, and insurmountable difficulties on all sides. Our Troops

suffered severely from a galling volley of musketry, large fragments of the rock, cannon ball, and casks filled with stones, which they poured upon us. They were entrenched in a number of cavities, which Nature had formed at different heights, which it was impossible to reach but by ladders 40 feet high. The tremendous fire of the Enemy had obliged the Boats to retreat, and the Ships had drifted into the offing, and we remained without support or provisions; we had no resource but to retreat into two cavities in the Rock, between which the English succeeded in cutting off all communication. At night the Enemy did not at all relax in their defence. I endeavoured to reconnoitre the Rock on all sides; towards midnight a Boat approached, and landed 60 Grenadiers, with provisions; on the 12th, in the evening, I determined to summon the Garrison to surrender the following morning. In the course of the night we received more provisions, &c. &c. and the rest of the Grenadiers of the 32d. On examining the Rock, immediately over our cavern, it occurred to me that it could be scaled. I sent accordingly for scaling ladders, and desired a Captain and Lieutenant, and 60 Grenadiers, to prepare for the attempt in the morning. My intention to summons the Garrison was of course relinquished, and my plan being formed, I ordered all my Men to search every where for an outlet. About nine in the morning, a number of them returned to inform me, that they had succeeded in climbing up different parts of the Rock. About an hour after, Captain Cortes informed me, some of his Men had gained a height, which commanded the entrance of the great house, and had fastened to the rocks some ropes which they found; but as the Rock was 40 feet high, they did not descend within reach. Part of the staircase of the great house was then brought away, which enabled them to reach the ropes. But none seemed inclined to ascend until Lieutenant Girandon climbed up the summit of the height with the rapidity of an arrow, and was followed by a number of Grenadiers, Marines, and Soldiers. To assist this Attack I caused a number of Men to conceal themselves in the rocks and buildings facing the Little Savannah, in order to prevent their supporting their right flank, which our Troops had attacked. In the mean time Captain Brunet had climbed up, at the head of the Grenadiers, and Captain Cortes overcome every thing he found in his way. It was now all over with the Diamond, and we should have had possession of it in a few hours, when Lafine arrived with a Flag of Truce, the Garrison having thrown out a Signal for Capitulation, which our situation prevented us from seeing. The firing immediately ceased—Articles of Capitulation were agreed upon—and at sun-rise on the 14th, Captain Maurice descended with his Garrison, agreeable to the Articles, filed off in front of our Troops, and laid down their Arms and Colours.—The number of effective Men amounted to 107. We had 50 killed and wounded."

Naval Courts Martial.

PORTSMOUTH, JULY 29.

WILLIAM MAY, Carpenter of his Majesty's Sloop Sylph, was tried by a Court Martial, for desertion, and sentenced to be dismissed from his office of Carpenter, and to serve in such other situation as the Commander in Chief shall direct.

The same day, Lieutenant James Cooke, of the Dolphin Store-ship, was tried for disobedience of orders, absenting himself from his duty, and endeavouring to create disturbance in the Ship, and prejudicing the minds of the Officers and Men against the Commanding Officer. Two of the Charges were proved, and he was adjudged to be dismissed from the Dolphin.

July 31. Mr. John Lewis, acting Second Master and Pilot of His Majesty's Gun-brig Staunch, for drunkenness and neglect of duty, in having suffered and assisted Mr. John Wood, Sub-Lieutenant of the Brig, to desert whilst a Prisoner at large, was sentenced to be dismissed from his office of Second Master and Pilot, to be rendered incapable of ever being employed as an Officer again, and to be imprisoned in the Marshalsea for six months.

Aug. 19. A Court Martial was held on Lieutenant W. Smith (2d), for the loss of the Pigmy Cutter, at Guernsey, by which he was acquitted of all blame. The Pilot was sentenced to be reprimanded.

Promotions and Appointments.

Lieutenant Nicholson, who brought the Dispatches from Sir Robert Calder, is promoted to the rank of Commander. W. S. Hulbert, Esq. is appointed Secretary to Vice-Admiral Douglas.

Captain Kempt, Agent for Transports at Barbadoes, is promoted to be a Post Captain, and appointed to the *Egyptienne* Prison-ship; the Hon. Captain Colville is appointed to command the *Sea Fencibles* at Margate. Mr. Hawkins is appointed Purser of the *Indefatigable*; Mr. Young, Purser of the *Nemesis*; and Mr. Channins, Purser of the *Bellona*.

Captain Plampin is appointed to the *Powerful*; Captain H. Beasley, to the *Antelope*; Captain Bolton, to the *Fingard*; Hon. Captain Bouverie, to the *Fainable*; Captain Pelly, to the *Mercury*; Hon. Captain Woodhouse, to the *Intrepid*; the Hon. Captain Dundas, to the *Quebec*; and Captain Maurice, who so gallantly defended the *Diamond Rock*, to the *Savage Sloop*.

Mr. Bremen is made a Lieutenant, and appointed to the Captain, of 74 guns.

Sir Robert Barlow is appointed to the *London*, of 98 guns, at Plymouth; Captain Conn, to the *Victory*; and Captain C. W. Boys, of the *Regulus*, to the *Orpheus Frigate*, vice *Hill*, indisposed.

BIRTHS.

August 4. At H. Hope's, Esq. Faling, the Lady of Vice-Admiral Sir Charles Pole, of a Daughter.

10. At Gillingham, Kent, the Wife of Captain Roby, of the Royal Navy, of two Daughters.

11. At Waltham Lodge, Essex, the Lady of Captain Watkins, of the Royal Navy, of a Son.

MARRIAGES.

July 27. At St. George's, Hanover-square, George Haynes, Esq. to Miss Clara Frances Barber, second Daughter of the late Captain Robert Barber, of the Royal Navy.

30. At Droitwich, R. B. Vincent, Esq., Captain in the Royal Navy, to Miss Phillippa Norbury, youngest Daughter of the late Captain Norbury, of the Royal Navy.

OBITUARY.

Lately, at Barbadoes, Lieutenant Swiney, of the *Prevost*; Lieutenant Howard, of the *Centaur*; and Lieutenant Williams, Agent for Transports, at that Island.

August 8. At Kensington Terrace, Dr. John Snipe, one of the Physicians of the Royal Naval Hospital at Plymouth, and late Physician to the Fleet under the Command of Lord Viscount Nelson, in the Mediterranean.

9. At his residence in Percy-street, Colonel Alexander Macdonald, of the Royal Marines.

16. After a lingering illness, Lieutenant Thomas Jennis, of the Royal Navy.

Lately, in the West Indies, Mr. W. Clark, Midshipman, son of Mr. Clark, of Portsmouth.

At Leith, on the 4th August, Lieutenant John Haddaway, late of His Majesty's Ship *Bellerophon*, in the Action of the Nile.

Lately, in the West Indies, Lieutenant Robert Payne, of His Majesty's Ship *Fortunée*, who was unfortunately drowned with twelve others, in one of the Boats of that Ship, while in Chase of an Enemy's Schooner.

Lately, at his Brother's House, Guy's-place, near Plymouth, Captain Cadliopp, a Commander in the Royal Navy.

A few days since, at Portsmouth, Captain Adam Ferguson, of the Royal Marines.

At Surinam, on the 21st September, 1804, Mr. Henry Hicks, above twenty years a Lieutenant in the Royal Navy.

Lloyd's Marine List

OF

SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.

FROM FEBRUARY 8, TO MARCH 1, 1865.

THE Vrow Tencoonia, Klen, from Bordeaux to Imboden, is destroyed and sent into Portsmouth.

The Cadifer de Lisbon, from Figuera to Liverpool, is lost near Figuera.

The Commerce, Ritchie, from Dundee to London, with boxes, is sunk near Whitty. Crew saved.

The Providence, Barwick, from the Havana to Spain, was lost 20th October off Bermuda.

The Brothers, ———, from Liverpool to New York, was stranded 27th December.

The Hawk, Nicol, of Greenock, from Trinidad to Newfoundland, is taken in the West Indies.

The following ships are taken by the Tribune Frigate, and have arrived at Portsmouth, from Gibraltar:—**The Con Solides**, laden with 1000 casks of sugar, &c.; the **Jo-hanna**, with 2077 casks of sugar, 1500 quibals of logwood, and some treasure; the **Amphitrite**, with 26,000 skins; the **santa Teresita**, with 1050 bales of ladino, 120,000 dollars, and several chests of golden langes. The two former are arrived at Portsmouth.

The Maryann, Spanish Ship, from St. Sebastian's to Cadix, is taken by the Diamond Frigate, and arrived at Torbay.

L'Amable, Rita, from Havana to St. Andero, is arrived at Cork, prior to the Lary Frigate.

The African Convoy, which sailed from Portsmouth 26th November, met adverse weather in the Bay, and four or five separated off the Coast of Spain; the rest arrived at Madeira 16th December, and were forced to sea the next day in a Gale; on the 29th they were from off her Head, but the weather would not permit them to get in. The Regular arrived diminished. The Trusty had also arrived.

The Urania, Thomas, from Lisbon, arrived at Poole 11th February, in 14 days, and brings advice of much damage sustained by the shipping there—**The Eagle**, Carroll, of Poole, is lost, with the greater part of her cargo; the **Nancy**, Boe, has met with considerable damage; the **Goodridge**, Lander, is much damaged; the **Chetty**, Scager, has lost anchors and cables; and the **Meary**, Wansell, carried away her bowsprit. Two or three Brazil Ships were wrecked, and many other accidents happened.

The Horline, Robinson, of Worthington, from Cork to Limerick, was stove on shore the 13th January, at Liffemore Mal Bay.

The William, Thompson, from Jamaica to London, foundered at sea 17th January. Captain and Mate drowned.

Le Tigre, French Ship Letter of Marque (formerly the **Angie**, of Liverpool), from Cayenne to Cadix, mounting 16 guns, and 40 men, was taken in December by the **Filigran** Frigate, and arrived at Gibraltar. She had captured a Brig from London to St. Michael's.

The Schooner, Jane, from Boston, is lost at Madeira.

The Speculator, Pearson, from Cork, is arrived at Tunis, after being taken by the **Josephine** French Privateer, and plundered.

The Vrow Margaretha, from Cork to Lisbon, is lost near Vigo. The Crew saved.

The Ship Victoria, from New Orleans to Europe, is supposed to be captured in the Gulf, as the Mate and a Man belonging to her were seen on board a French Privateer off Cape Antonio, in December.

The Purissima Concepcion, ———, from the Havana to Cadiz, was taken 27th January by the **Speedwell** Privateer, of Guernsey.

The Helena, Spure, from the Gulf of St. Lawrence to Newcastle, is on shore at Hartlepool.

The Active, Robinson, from Baudouin to New Orleans, is taken by the **Grand Turk** Privateer, and carried into Antigua.

The John, Miller, from Clyde to Antigua, was taken by a French Privateer, and carried into Guadaloupe on the 10th of November.

The Gorgas, Schutz, from Liverpool to Lisbon, has

foundered at sea. The Captain and Crew arrived at Liffemore in the **Anna Catha**, from Galway.

The Oniphacorus, Tremathuby, of Penzance; George and Francis, Thimble, of ditto; the **Aurora**, Mayment, bound to Waterford; and **Rita**, Lucy, of Galway, from Guernsey to Bergen, were captured in November, near the Land's End, by the General **Paragus** Privateer of St. Michael. The George and Francis has been foundered.

The Blandford, of Poole, is wrecked off Newhaven. The **Yemima**, Barber, from Dublin to London, is put into Milford with damage, having run foul of the **Joseph Walker**, off Poole.

The William, Nichols, of Yarmouth, bound to London with cargo, was run down off Lowestoft 7th February. Crew saved.

The Endeavour, Dickens, from Jamaica to London, ran on the Goodwin Sands in the morning of the 8th February, and killed. Crew saved.

The Catharina Christina, from Hull to St. Andero; the **Erwagting**, Rutrow, from Nantes to St. Andero, are detained and sent into Plymouth.

The Spanish Ship **San Antonio** is arrived at Portsmouth from Madeira, sent in by the Egyptian Frigate.

Barbados, 9th Jan.—Three Spanish Vessels are sent in here by His Majesty's Ships **Neptune** and **Amelia**, one of them formerly the **Duke of York** Packet. A large Spanish Ship is sent in by the **Amelia**.

The Gyffly, Fenbow, of Sunderland, has been taken near the Humber by the Swift-Lancer of Dunirk.

The Brig Huratio, formerly of Hull, lost off Flanders' Head on 9th February.

The Spartan, Thomas, from the River Tyne to Boston, is lost on Cape Cod.

The Ann, Fenwick, from Quebec to Barbados, is taken and carried into Guadaloupe.

The Elizabeth, Smith, from Loughorn to Leith, is lost. Crew saved.

The Three Friends, McKennie, from Newfoundland to Barbados, is taken and carried into Guadaloupe.

The Admiral Pakenham, from Cork to Dominica, has been taken, retaken, and carried into Antigua.

The Mary Ann, Spanish Ship, from Buenos Ayres, is taken by the **Polyphemus** Man of War, and arrived at Plymouth.

The John, Miller, from Glasgow to Antigua, taken and carried into Guadaloupe, has since been detained (under Spanish colours) by His Majesty's Ship **Centaur**, and sent into Antigua.

The Urania Frigate has detained and sent into the **Tajapa**, the **N.5 de Carmona**, from the Havana to Barcelona. She was lost there on the 26th January.

The Noravia, late **Lawlin**, from Africa to the West Indies, has been captured near Demerara, and retaken by the **Amsterdam** Frigate, and carried into Demerara. About 150 of the people taken out by the Privateer.

The Vigilance, ———, from Westford to Liverpool, and the **Elizabeth**, Harris, from Westford to Dublin, are lost near Westford with all their Crews.

The Mullenger, Moncrieff, from Buenos Ayres to London, is totally lost, with her Cargo, at Buenos Ayres.

The Maria Ann, from St. Sebastian's, is taken by the **Diamond** Frigate, and arrived at Plymouth.

The Mexicana, from Vera Cruz to St. Andero, with 85,000 dollars, 170 tons of sugar, some indigo, &c., is taken by the **Spanish** Privateer of Jersey, and carried into that Island.

Nine French Gun Boats, part of a Fleet of twenty-five Sails, bound to Brazil, were taken off the **Salado**, 26th February, by the **McClintock** Frigate, and some taking Cutters, and are arrived at Falmouth and Plymouth.

The Eliza, Worthing, from Manzanilla to London; the **Catharina**, Durutha, from Matanzas to St. Andero; the **Jeiffe**, Ferris, from Bordeaux to Cadiz; the **Adier**, from Bordeaux to Lisbon; the **John**, Jorret, from St. Andero to Bilbao, are detained and sent into Plymouth.

The *Rachael*, Guthrie, from Virginia to Cowet, was spoke with on 14th October, in lat. 38. long. 60. and has not since been heard of.

The *Elizabeth*, Smith, and *Burgh*, Jones, from Dublin to London, were seen off Beachey Head on the 17th December last, and have not since been heard of.

The *Mayflower*, McLean, from Dumfries to Liverpool, sprung a leak, and foundered the end of January off Ravensburgh. Crew saved.

The *Diana*, Brown, from Liverpool to Africa, is lost in Scotland.

The *Nova Alliance*, Vidal, and *Ann*, Bourke, failed from St. Michael's for London, about the middle of December, and have not since been heard of.

The *John*, Corallo, from Sign to Liverpool, is driven on the rocks in the life of Mull, and sunk.

The *Union*, Roger, from Caermarthen to Falmouth; the *Catherine*, Davis, from Caermarthen to Shoreham, have been captured off the Land's End, by a Brig Privateer, retaken by the *Gunnette* Sloop, and arrived at Falmouth. The Privateer had also taken a Ketch with timber, from Caermarthen for Plymouth, which is retaken.

The *Two Sisters*, Tucker, from Liverpool to Bolton; and the *Experiment*, Kennedy, from Liverpool to New York, have put into Terceira, and are condemned there.

The *Hiram*, French, from Liverpool to New York, is also put into Terceira with damage.

The *Duchess of York*, Walker, from Carrot to London, is put into Holy Island, after being on shore.

The *Cambridge*, Lewis, from Jamaica to Liverpool, was taken 2d February by the *Brave* French Privateer, since retaken by the *Moucheron* Brig, and arrived at Cork the 14th.

The *N. S. del Rosario*, Spanish Ship of 300 tons, from River Plate, laden with 75000 dollars, cochineal, coffee, sugar, and logwood, was captured about 15 days since off the Western Islands by the *Uranic* Frigate, and is arrived at Falmouth.

The *Ship George*, supped from Bristol to London, (which had been captured, and carried into Boulogne) is taken by the *Autumn* Sloop and two Gun Brigs in proceeding to Calais, and sent into Dover. The cargo had been landed.

The *Young Francis*, Kenny, from Cotte to Embden, is detained and sent into Malta, and condemned there.

The *American Brig George*, Hildon, from Bourdeaux to New York, was lost at the entrance of Bourdeaux River 25th January.

The *Ann*, Hirceman, from Dublin to London, was taken by a French Luggur Privateer off the Land's End, 14th February.

The *Sufan*, of Appledere, Pitt, Maister, was found on the 16th February, without any person on board, about twelve leagues to the southward of Cork, by the *Argus* Sloop of War, and was towed by her near the Harbour Rock, at the entrance of which she sunk.

The *Spring*, of Poole, from Lisbon, has been taken near Scilly by the *Swan* Privateer of St. Maloes, retaken by the *Arius* Frigate, and sent into Plymouth.

The *Fortune*, Dentis, failed from Plymouth on the 28th November, bound to St. Michael, and had not arrived there on the 15th January.

The *Journal du Commerce* of the 10th February, states that the *Adolphe* Privateer has taken off the Isle of Wight the three masted ship *Royal George*, of London, with ten Men, laden with 10075 corn, flour, iron, tin, dyewood, &c. She was left within three leagues of the French Coast.

The Spanish Schooner *St. Jean Baptista*, from Bilbao, is taken by the *Success* Privateer of Jersey, and arrived at Plymouth.

The *Sulterton*, Davis, from Chephow to Plymouth, has been taken off the Land's End, and retaken, and put into Scilly.

The *Polacre Juda*, Jode, with 80 Troops and 12,600 dollars; the *Polacre Maria Magdalena*; the *Ventura* Schooner of 2 guns and 40 Men; the *Virgin del Buen Consejo*, with timber; the *Selle*, St. Maria del Padua, with almonds and skins; the *Polacre Virgo Potens*, in ballast; the *Ship Refugia*, Pearl, with skins, cinnamon, copper, and 122,000 dollars; the *N. S. del Carmen*, with bark, from River Plate; the *Brig San Josef Concepcion*, in ballast; the *Brig Divine Providence*, with bark, logwood, indigo, and hides; the *Snow Desk*, with whalebone, &c.; the *Three Josephs*, with wood; the *Brig Virgin del Carmen*, with lead; the *Mifricordia*, with cocoa, coffee, &c.; the *Polacre Virgin del Carmen*, in ballast, and 1075 dollars; the *Ship N. S. del Rosario*, in ballast; and a *Vessel* with 6800 dollars, were detained in the Mediterranean, by the *Squidron* under the Command of Lord Nelson, between 15th November and 15th December.

The *St. San Ventura*, is taken by the *Ladona* Frigate, off Cadix. The *N. S. do Carmo*, Orfeu, laden with 12000, is taken by the *Tribune* Frigate; and the *N. S. del Carmo*, from Vera Cruz, is taken by the *Endeavour*, M'Millan, and all of them carried into Lisbon.

The *Peggy*, Mann, from Liverpool to Sign, is lost off the Mill of Galloway. Crew saved.

The *Ann*, Thomson, from London to Limerick, has been taken by the *General Perignon* Privateer, retaken by the *Niobe* Frigate, and sent into Plymouth.

The *Justow*, Johannah, Viffer, from France to St. Andrew, is detained by the *Niobe* Frigate; and the *Amie*, Rachael, from the Havana, is taken by the *Diana* of Liverpool, and both sent into Plymouth.

The *de Hoop*, from Bourdeaux to Embden, with wine, is detained by the *Cruiser* Brig, and sent into Yarmouth.

The *Sea Dog*, Harpling, from Lerwick to London, was taken off Hasbrou, 14th February, by a French Luggur Privateer.

The *Phos*, Klynn, from Bilbao to Embden, is detained by the *Cockatrice* armed Brig, and arrived at the Matelbank.

The *Enterprise*, from Baltimore, arrived at Bristol, is on shore on the beach, and full of azar.

The *Caroline* Spanish Ship from the Havana, Prize to the *Pallas* Frigate; and the *der Vreda*, from Jersey to Bilbao, detained by the *Hazard* Sloop, arrived at Plymouth 21d February.

The *Ann*, Hirceman, from Dublin to London, is taken by the *Earl Spencer* Cutter, and arrived at Cork.

The *Telemachus*, Newport, from Honduras to London, was captured the 25th September by a French Privateer off Cape Antonio, and carried into Batavia, near the Havana.

By an American Paper of the 11th January, the *Junas*, Waterman, has been defeated by the *Cruz*, who are arrived at New York.

The *Barrilla*, Hurst, from Jamaica to London, was taken 13th February near Scilly, by the *General Perignon* Privateer, of St. Maloes, mounting 14 guns, retaken on the 20th, off Ushant, by the *Melampus* Frigate, and is arrived at Plymouth. The Privateer had taken 12 other vessels during her Cruise.

The Spanish Ship *Sacra Familia*, from the Havana to Cadix, is taken by the *Uranic* Frigate, and arrived at Plymouth.

The Spanish Schooner *N. S. do Carmo*, Real, from Tenriffe, arrived at Madeira 22d January, Prize to the *Egyptienne* Frigate.

The *Ann*, Howard, from Liverpool to Africa, was struck with a heavy sea on the 17th December, which bore in her broadside, and in about 24 hours she sunk. Crew saved, and arrived at Madeira.

The *Ecce Homo*, from River Plate; the *Affgaris*, Renier Ship, from Lima; the *Princesse de la Paz*, from River Plate; the *Brillante*, from Vera Cruz, along with specie, cochineal, &c. are taken by the *Enterprise* Frigate, and arrived at Portsmouth.

The *Thetis*, from New Orleans to Cherbourg, is detained by the *Thetis* Frigate, and sent into Portsmouth.

The Spanish Brig *El Redi*, Divina, from Vera Cruz to Barcelona, with 208,050 dollars, and a valuable cargo, was taken 8th February by the *Endeavour*, M'Millan, of Liverpool, and since taken possession of by the *Egypte* Frigate, who took out the specie, and is arrived at Portsmouth.

A very valuable Spanish Ship, from the River Plate, was taken by a Jersey Privateer, retaken by the *General Perignon* French Privateer, since taken again by the *Niobe* Sloop, and arrived at Plymouth 23d February.

The Spanish Ship *America*, alias *El Yedro*, from the Havana, is taken by the *Diana* Privateer, of Jersey, and arrived at Plymouth.

A valuable Spanish Ship called the *El Meris*, Prize to the *Tribune* Frigate, arrived at Portsmouth 23d February.

The *Thetis*, Ormiston, laden with coals, taken by the *Prophet* Privateer of Boulogne, was lost near Calais 15d February. Crew saved.

The *Janus*, Waterman, from Turk's Island to Virginia, was abandoned at sea by the Crew.

The *Diana*, ———, from New York, is lost at Hudson.

The *Margaret*, McKean, from Lisbon to New York, was driven on shore near New York 20th January.

The *Seafarer*, Staple, from St. Domingo to Bolton, was taken 28th December by a French Privateer.

The *Care*, Updell, from Jamaica to New York, was lost 16th January on Long Island.

The *Polly* and *Peggy*, Beale, from Antigua to Virginia, was lost 20th December.

[To be continued.]





Engraved by H. Wallis from a Miniature by P. de Langdon

JOHN BAZELY ESQ.^r



Vice Admiral

of the Red Squadron

Pubd. by J. Gould, 105, Shoe Lane London Oct. 7th 1806.

BIOGRAPHICAL MEMOIR OF
JOHN BAZELY, Esq.
VICE-ADMIRAL OF THE RED SQUADRON.

"THE PUREST TREASURE MORTAL TIMES AFFORD,
IS SPOTLESS REPUTATION."

SHAKESPEARE.

THE Man whose life has been devoted to the Service of his Country, is entitled to honourable mention by the Biographer, and must be regarded with respect and gratitude by his Compatriots at large.

Admiral Bazely, whose Naval progress we are now about to record, possesses a high and just claim to this attention. He has passed nearly half a century in performing the honourable duties of his Profession; and though, as a Commander in Chief, he has not been favoured with any opportunity of distinguishing himself on so extensive a scale as some of his Brother Officers, his exertions have been equally laudable. His Services have been permanently advantageous both to himself and to his Country.

Mr. Bazely, the Descendant of a respectable Family, was born at Dover, in the County of Kent, in March 1740-1. Having received an appropriate education, he commenced his Naval Career in the month of April 1755. He first embarked, under the auspices of Captain, afterwards Admiral, Sir Joshua Rowley*, in the Ambuscade, of 40 guns; a Vessel which, we believe, had been put into Commission in consequence of a daily apprehended Rupture with France. Mr. Bazely continued in the Ambuscade as long as Captain Rowley retained the Command of that Ship, which was only till January 1756, he being then appointed to the Hampshire, of 50 guns.

From this period, until April 1760, Mr. Bazely served in different Ships, under the Command of the late Sir Edward

* This Gentleman died at his Seat of Tendring Hall, Suffolk, on the 26th of February 1790, in the 53th year of his age.

Hughes*. The nature of the Service in which he was employed under Sir Edward, was such as could not fail of making a strong impression on his mind. It must, in a considerable degree, have increased his knowledge of Naval Tactics; and must have greatly contributed to qualify him for that Rank which he was afterwards to hold.

Mr. Bazely now received a Lieutenant's Commission; and with much credit continued serving, in different Ships, until the month of September 1777. At that time an event occurred, which reflected much honour on his professional character, and proved highly favourable to his future advancement.—It was on the 22d of the month, when commanding the Alert Cutter, mounting 10 guns, and as many swivels, and carrying sixty Men, that he came up with, and brought to Action, an American Brig Privateer. The Engagement commenced at half-past seven A.M., and was maintained with great gallantry on both sides till ten; when the American, availing herself of the disabled state of the Cutter, made sail and attempted to escape. But, by the alacrity and promptitude of Lieutenant Bazely, the Alert was soon in a condition to pursue the Enemy; and at half-past one P.M. she came up with her, and renewed the Action. In half an hour the Enemy struck, and proved to be the Lexington, of 16 guns, 12 swivels, and eighty-four Men; seven of whom were killed, and eleven wounded, in the Action. The Alert had fortunately but two Men killed and three wounded.

As a proof of the high estimation in which Lieutenant Bazely's conduct was held by the Admiralty, they registered the Alert as a Sloop of War, and promoted him to the Rank of Mas-

* This Officer, whose Memoir we some time since gave, was appointed to the Deal Castle, of 24 guns, in the beginning of the year 1756. At the latter end of the same year he commanded the Intrepid, in the Mediterranean, as Successor to Captain Young, who was ordered home to England, as an Evidence on the approaching Trial of Admiral Byng. In 1757 he was Captain of the Somerset, of 74 guns, in which Ship he served, in 1758, under Admiral Boscawen, in the Expedition against Louisbourg; and, in 1759, in the memorable Expedition against Quebec, under Sir Charles Saunders. *Vide NAVAL CHRONICLE, Vol. IX, pages 87 and 88.*

ter and Commander. Nor did his Promotion stop here; for in the month of April following (1778) he was advanced to the Rank of Post Captain, in the *Formidable*, of 90 guns, the Flagship of the late Sir Hugh Palliser, in the Fleet under the Command of the late Admiral Keppel. Captain Bazely was consequently engaged in the memorable Action off Brest, on the 27th of July; and it is remarkable, that his Ship had a greater number of killed and wounded than any other in the Fleet. The number of the former was sixteen; of the latter, forty-nine.

This indecisive Engagement, which was subsequently the occasion of so much popular discontent, and political animosity, is not only too well known to require a description in this place, but has already been sufficiently enlarged on in our Memoir of Admiral Keppel, the Commander in Chief*.

After the vexatious Courts Martial, which were holden on both of the Admirals, Captain Bazely was removed from the *Formidable*, to the Command of the *Pegasus*, of 28 guns†.— At the close of the year 1779, Admiral Rodney's Fleet, to which the *Pegasus* was attached, sailed for the Relief of Gibraltar. Our Officer, in common with those of the whole Fleet, may here be classed among Fortune's favourites; for, on the 8th of January 1780, Admiral Rodney fell in with, and, after a Chase of a few hours, captured the whole of a Spanish Convoy from St. Sebastian, bound to Cadiz, laden with Naval Stores, Provisions, &c., under the escort of seven Ships and Vessels of War belonging to the Royal Caraccas Company‡.

* Vide NAVAL CHRONICLE, Vol. VII, page 296.

† At the Funeral of Sir Hugh Palliser, in 1796, Admiral Bazely was one of the Chief Mourners.

‡ The following are the names and force of the captured Vessels of War:—

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>
Guipuscaio.....	64	550
San Carlos	32	200
San Rafael.....	30	155
Santa Teresa	28	150
San Bruno	26	140
San Fernia.....	16	60
San Vincente.....	10	40

On the 16th of the same month, the English Fleet being about four leagues from Cape St. Vincent, they discovered the Spanish Fleet, consisting of thirteen Ships*, under the Command of Don Juan de Langara. This was about one P.M. The day being far advanced, the Signal was made for a general Chase, the Ships to engage as they came up, and to take the Lee Gage to prevent the Enemy from retreating into their own Ports. At four P.M. the headmost Ships began to engage; and at forty minutes past, one of the Spanish Ships blew up with a dreadful Explosion, while in action with the *Bienfaisant*†, and every soul perished. The Chase and running Fight continued during the whole of the night, the weather being tempestuous, with a heavy Sea. At two, on the following morning, the *Monarca*, which was the headmost of the Enemy's Ships, struck; making, in the whole, seven taken or destroyed. At this time the Fleet was considerably entangled on a Lee Shore, and some of the Ships had sustained so much injury, that it was with the utmost difficulty they were enabled to weather the Shoals off St. Lucar.

After this Action, Captain Bazely sailed with Admiral Rodney to the Relief of Gibraltar, and thence to the West Indies; where he continued, and was present at the Defeat of the French Squadron, then commanded by the Count de Guichen‡.—In consequence of this Victory, so glorious to the British Flag, Captain Bazely was sent home in the *Pegasus*, on the honourable service of bearing the Admiral's Dispatches.

* <i>a</i> Phoenix.....	80	<i>d</i> San Augustin	70
<i>a</i> Monarca.....	70	<i>d</i> San Genaro	70
<i>a</i> Princessa	70	<i>d</i> San Justo	70
<i>a</i> Diligente	70	<i>d</i> San Lorenzo	70
<i>b</i> San Julien	70	<i>d</i> Santa Gertrude	26
<i>b</i> San Eugenio.....	70	<i>d</i> Santa Rosalia.....	26
<i>c</i> San Domingo	70		

a Taken and sent to England.

b Taken, but were afterwards run ashore, and lost near Cadiz.

c Blown up in the Action.

d Escaped into Ferrol or Cadiz.

† Captain, afterwards Admiral, Macbride.

‡ *Vide* NAVAL CHRONICLE, Vol. I, page 377.

Shortly after his arrival in England, he was removed from the *Pegasus*, and appointed to succeed the late Captain Pownal in the Command of the *Apollo* Frigate. After a short Cruise, in which nothing of importance occurred, the *Apollo* being found in a defective state was paid off, and Captain Bazely was appointed to the *Amphion*, of 82 guns, in which he continued serving, in America, during the remainder of the War. On this Station his exertions proved highly advantageous. It was on the 10th of September 1781, that, having a small Squadron under his Command, in conjunction with General Arnold, he completely destroyed the Town of New London, together with several Magazines full of Stores, and all the Vessels that were in the Harbour. On this occasion, the Commander in Chief, in his public orders, paid the following handsome compliment to our Officer:—

The Commander in Chief has likewise the greatest pleasure in taking this public occasion of signifying to the Army how much they are indebted to the great humanity of Captain Bazely, of His Majesty's Ship *Amphion*, to whose very friendly and generous assistance many of the wounded Officers and Men are most probably indebted for their lives.

FRED. MACKENZIE, D.A. Gen.

On the return of Peace, Captain Bazely was appointed to the Command of the *Alfred*, of 74 guns, a Guard-ship stationed at Chatham. In this Ship also, at the commencement of last War, he was for some time employed in active Service on the Home Station; and had the honour of serving under the late Lord Howe in the glorious and ever-memorable Engagement of the 1st of June 1794. For his exertions on that day, Captain Bazely, in common with the other Officers of the Fleet, received His Majesty's public approbation, and the Thanks of both Houses of Parliament.

The *Alfred* being paid off, he was appointed to the *Blenheim*, of 98 guns; and, in February 1795, he sailed with the Fleet under the Command of Lord Howe, to escort the East and West India and other Convoys out of the Channel. He afterwards proceeded to cruise off Brest, and in the Bay; and

subsequently joined the Fleet under Admiral Lord Hotham, in the Mediterranean. He was in the last Action, during his Lordship's Command on that Station, after the arrival of the Fleet at St. Fiorenzo Bay, in the month of July*.

On the 1st of June, in the same year, Captain Bazely's Services were rewarded by a Flag Promotion, constituting him Rear-Admiral of the White Squadron.

In 1796, during the absence of Admiral Peyton, he held a temporary Command in the Downs; and, some time afterwards, was employed in a similar manner at the Nore, on account of Admiral Lutwidge's absence from that Station.

Excepting the above, Admiral Bazely has not been upon Service since he received his Flag. By subsequent Promotions, however, he has been honoured with the Rank which he now enjoys;—that of Vice-Admiral of the Red Squadron.

From the perusal of the preceding brief Memoir, which we should have been happy to extend, had we been in possession of sufficient materials, it is evident, as we have before observed, that though its deserving Subject has not been blessed with so many favourable opportunities of displaying his skill and prowess as some of his brave Contemporaries, his Services have been of an active and advantageous nature, and claim for him the gratitude of his Countrymen.

NAVAL ANECDOTES, COMMERCIAL HINTS; RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

SIR ROBERT CALDER.

SIR Robert Calder, Bart., was born July 2, 1745; knighted in 1797; and created a Baronet August 22, 1798. He is descended from Sir Thomas Calder, of Muirton, in Morayshire, whose eldest Son, Sir James, married Alice, Daughter of Robert Hughes, Esq., Rear-Admiral of the Red, one of whose Sons was lost in the *Namur* Man of War, in the East Indies; and whose second Son was Henry of Parkhurst, who was Major-General and

* *Vide* NAVAL CHRONICLE, Vol. IX, page 355.

Lieutenant-Governor of Gibraltar, and Colonel of the 30th Regiment of Foot, who intermarried with Louisa, Daughter of Henry Osborne, Esq., Admiral of the White, by whom he had a Daughter, who was Wife to Robert Roddam, Esq., Admiral of the Royal Navy. Such is the Ancestry of the present gallant Admiral, who achieved the Victory of the 22d July, over the combined Fleets of France and Spain. He married May 14, 1779, Amelia, only Daughter of John Mitchell, Esq., of Bayfield, in Norfolk, late M.P. for Boston, in Lincolnshire.

SIR SIDNEY SMITH'S NAUTICAL INVENTION.

SIR SIDNEY SMITH has lately entertained the Inhabitants residing at the water side with a new kind of Nautical Exhibition. Some time since Sir Sidney constructed the Model of a Vessel intended to convey large bodies of Troops, without noise or confusion, in shallow water, under the Enemy's Batteries. The first experiment took place on the morning of the 23d of August, about ten o'clock, when Sir Sidney, a Naval Lieutenant, and six Men, independently of four others who were stationed at the oars, got on board the Vessel, proceeded up to Chelsea, and from thence sailed down the River to Greenwich. The form of this Raft resembles two Wherries laid alongside, but separated by means of a platform 24 feet wide, and 22 feet long, to which the Wherries are attached. Eight sprit-sails carry the Vessel. These sails are so constructed, as to form, when necessary, a complete Tent, under which the regulating Officer and Men are stationed. The whole contrivance appears very ingenious, and the most sanguine expectations are formed of its ultimate success.

IMPREGNABLE BATTERY.

A Mr. GILLESPIE, a Native of Scotland, has completed the Model of a moveable and impregnable Castle or Battery, impervious to shot or bombs, intended to guard the Coasts of these Kingdoms, provided with a cannon and carriage, calculated to take a sure aim at any object that can be easily discerned from within, while the Enemy cannot discover the cause of the annoyance. The Invention now proposed will be found equally serviceable in Floating Batteries. Its machinery is adapted to turn the most ponderous mortars or guns with the greatest ease, according to the position of the Enemy. It can be managed with five Men only, who remain in perfect safety in the interior part. It is so constructed, that it resists or turns off the most destructive

missiles used in War, while the few Men employed in this Fortress are capable of defeating the most numerous and powerful Enemy. After a very minute inspection by several Naval and Military Gentlemen, it is their unanimous opinion that it would answer the end proposed.

SWIFT SAILING.

THE following is an Extract from the Journal of the Lieutenant of His Majesty's Ship *la Decade*, during a Voyage performed with a celerity unexampled in our Naval Annals, only two months having elapsed between the departure of the Ship from Lagos Bay with Lord Nelson's Fleet, and her arrival in the Tagus with his Lordship's Dispatches:—

“ May 12th, arrived in Lagos Bay, found several Sail of Victuallers at anchor there, and completed the Fleet in Stores and Provisions for five months out of them.

13th—Sailed in the evening, spoke the *Queen and Dragon* with an Expedition under Convoy, bound to Gibraltar—the Royal Sovereign being leaky parted company. We made sail to the south-west.

14th—Lord Nelson made the Telegraph Signal to rendezvous at Barbadoes.

15th—Saw Madeira, having carried a fair Wind into the Trades.

June 4th—Arrived in Carlisle Bay, Barbadoes; found there the Northumberland and the Spartiate. In the night embarked the 15th and 96th Regiments, 6th West India Regiment, and a Party of Artillery.

5th—Made sail from Carlisle Bay for Tobago, having heard that the Enemy had been seen to the southward of Martinique.

6th—Hove-to off Tobago, communicated with the Shore, and found that they knew nothing of the Enemy. Made sail for Trinidad. In the evening saw several Sail, took them for the Enemy—got all clear for Action, and formed the Line, &c.; but were much disappointed at finding them English Merchant Ships.

7th—In the evening anchored in the Bocca del Draco, Trinidad; finding the Enemy were not there, made all sail to the northward.

12th—Communicated with Montserrat; the Enemy had not been there.

13th—Anchored at St. John's, Antigua; the Enemy had been off that Island on the 9th. Landed all the Troops which we had taken on board.

14th—Sailed, leaving behind the Northumberland; spoke a Schooner, whose Convoy of fifteen Sail had been captured by the Enemy off Barbadoes.

19th—Parted company with the Fleet, having received Dispatches for Lisbon.

July 19th—Anchored in Belem Roads, from whence I write to you.

The Decade (not having been allowed to evade the Quarantine of five days) sailed on the 11th July with Dispatches for Cadiz, having only ten days' water on board. The Crew had eaten nothing but Ship's provisions for six weeks."

FLAMBOROUGH-HEAD LIGHT.

THE numerous Shipwrecks which have happened on the Rocks at Flamborough Head, and the imminent danger to which Vessels are sometimes exposed in passing that Promontory, in the darkness of the night, imperiously demand the immediate erection of a light for the prevention of such fatal accidents and danger in future. The proposal of a plan of such essential importance to the safety of Ships employed in the Coasting and Baltic Trades, might be supposed to operate with such powerful conviction on those who are interested, as to engage their unanimous approbation and vigorous support; but it is a lamentable consideration, that the utility of any improvement of a public nature is not always a sufficient stimulant to exertion, nor an efficacious motive to ensure success. The minds of intelligent persons are sometimes so obscured by prejudice, and influenced by jealousy, as to be invincible even by the most lucid arguments and incontrovertible facts. As a proof of the truth of this assertion, it may be proper to mention a *case in point*. The utility and necessity of proper lights in the dangerous Passages of Hazebrough Gat, the King's Channel, and the Goodwin Sands, were clearly evident for a long series of years before a plan for that purpose was carried into execution. In the midst of Storms and Tempests, in the midst of the awful darkness of many a Winter's night, the unhappy Mariner was compelled to explore his way in those dangerous Channels, without the proper guide of a friendly light, when the utmost exertions of human skill were frequently insufficient for his safety. How many valuable lives, and what an immense amount of property, might have been preserved, had those necessary lights been sooner established!—Considerations of this serious nature are the sole inducement for the proposal of the *erection of a light on Flum-*

borough Head; and it is hoped and trusted that the Ship Owners, Merchants, Underwriters, &c., in the Northern Ports, will unite in a Petition to the Elder Brethren of the Trinity House, Deptford Strond, to promote the success of a plan of such evident public utility. Should it be objected that the proximity of the Spurn lights might be the occasion of some dangerous mistake, it may be answered, that this will be easily obviated by making the Flamborough Head Lights to *revolve*, which would be a sufficient distinction to prevent the occurrence of any errors of that nature.

SHARK ON THE COAST OF HOLDERNESS.

A LARGE Shark having frequently made his appearance at various places on the Coast of Holderness, much to the alarm of several of the Inhabitants, a Boat with five or six Men was on Sunday se'nnight sent off from Aldborough to endeavour to destroy it. The Monster, on observing the People on board, made towards them with the greatest velocity, and commenced a most ferocious attack, during which it received a deep stab from a hay-fork with which one of the Party was armed. On finding itself wounded, it retreated to a distance, and after a few minutes had elapsed, returned to the attack with redoubled fury, springing at the People, and striking at the Boat in a most astonishing manner, placing it in the most imminent danger of upsetting. After a short but severe rencontre, in which it received several wounds, some of which were supposed mortal, the Party succeeded in forcing it to retreat to a distance, where it was observed to roll about in all the agony of pain, when it suddenly disappeared, and has not since been seen.

CAPTAIN MUDGE.

THE following Letter was written by Captain Mudge, to Major Fletcher, his Brother-in-law:—

French National Ship la Topaze, 10th Aug. 1805

On my way from Jamaica to Barbadoes, I fell in with Mons. Beaudin's Squadron, cruising for our homeward-bound Convoy: I fought the Ship till she was cut to pieces, and then sunk. I cannot say what our loss is, as there have been no returns, the Crew being all divided between the two Frigates and two Corvettes which engaged us. Twenty-one fell nobly within my own knowledge—I am afraid many more. I thank God, the *Blanche* never wore French Colours. Lieutenant Thomas Peebles, of the Marines, was the only Officer materially wounded; his legs were broken by a splinter. During the severe Contest the Squadron

was never without hail. I have the consolation of knowing they were so much damaged as to spoil their Cruise: they all stood to the northward as soon as repaired, leaving the Passage open to the Convoy under a 20-gun Ship.

FALL, A SCOTCH PIRATE.

IN the year 1781 a daring attempt was made to lay the Town of Arbroath under Contribution, by a person of the name of Fall, a Native of Scotland, who then commanded a French Privateer, and committed various depredations on the Northern Trading Vessels. His Vessel he had named the *Fearnought*; and wishing, doubtless, to persuade the world that he also merited that appellation, he conceived the design of extorting a sum of money from the terrors of the people. With this view he boldly anchored before the Town. In an ill-written letter, impudently sent on Shore by a Flag of Truce, he demanded that the principal Magistrates should be delivered up as Hostages, till a certain sum, which he required, should be paid; on pain of having the Town destroyed, and the Inhabitants put to death. His threats were bold, and the fears of many were great; for at that time they were almost totally defenceless, having no guns to protect their Harbour, nor any Military Force stationed nearer to them than Montrose. An evasive answer was, however, sent to his first and second letters, which enabled them to gain a little time to collect a few old rusty arms; and, in the interim, a Detachment of Troops arriving to their relief from Montrose, the doughty Hero was informed that they neither feared his menaces nor would comply with his demands. This so enraged him, that he began to fire upon the Town; but little damage ensued in consequence. Finding a third epistle treated with the same contempt, his courage began to fail; and, after some farther feeble efforts to obtain his ends, he thought proper to sheer off, and leave the good people of Arbroath in peaceable enjoyment of their property. The Harbour is now defended by a Battery, erected at the expense of the Town, sufficient to protect it in future from the attempts of such Piratical Invaders.

REMARKABLE RIVERS, LAKES, &c. IN ICELAND.

(From OLAFSEN and POVELSEN's *Travels in Iceland*.)

IN the northern quarter there is a much greater number of Rivers and Lakes of fresh water than in the western part, and they all afford abundance of fine Salmon and Trout. There is a Lake in the Canton of Olafsfjord, in the District of Vadla, which

is well worthy of attention, from the remarkable circumstance that a variety of Sea Fish, and particularly the Cod, are naturalized and abound in it. In Winter the Inhabitants break holes in the ice, through which they pass their lines, and catch these Fish by the hook. In the Spring it abounds in Trout: and the Sea Fish taken in it have a most exquisite taste, very different from that of the same species caught in the Sea; from which however the Lake is only separated by a kind of jettee, formed of the mud and surf of the Shore, and heaped together by the impetuosity of the waves. The River that descends into the Lake has formed a narrow passage over this Bank into the Sea. The Lake is about a Danish League in length; and it is very evident that it has been separated from the Sea by the effect of an Earthquake, or subterraneous fires; that the same revolution first formed the Bank, and enclosed in it the species of Sea Fish which it now contains; and that the River which empties itself into it, by gradually depriving the first water of its saline quality, naturalized the Fish that it contained, which afterwards bred in it.

WHALE HUNTING IN ICELAND.

(From the same.)

WHALES formerly frequented the western Coast of Iceland in great numbers; but from the seventeenth to the eighteenth century, the Spanish and French Fishers pursued them so eagerly, that they are partly destroyed, and the rest have emigrated towards the north.

In some parts of Iceland they often hunt the Whales in such a manner as to drive them on Shore, where they are killed. The flesh of this Fish has by no means a disagreeable taste, but is very similar to beef; and the young Whales of such species as are good food, have even a very delicate flavour. The fat, after being salted down, is used for the same purposes as lard; to which it is preferable, both in point of taste, and because it will keep for four or five years.

There is a species of Whale at which the Icelanders are much alarmed on its approaching their Coast: they call it the *Illhvele*, or ill-disposed Whale; and assert that this species is so voracious, that it takes whole Boats with their Crews into its mouth, destroys the Vessels, and swallows the Men alive. These Whales are said to be so greedy after human flesh, that when they have caught a Man in any particular spot, they will wait there a whole year in the hope of devouring another. Hence the Fishermen take great pre-

caution to avoid those parts in which they recognise this species, and do not return to them. The greater number of those met with in the open Sea, belong to that just described; and the ancient laws of Iceland, particularly the ecclesiastical laws, forbid the eating of them: the species appears to be the *Unicornus Marinum*. This Fish is seldom seen near Iceland, but its valuable horn is often found on the Coast.

Those Whales which are good food, viz. such as have pieces of horn instead of teeth, and those with the *venter plicatus*, or plaited belly, are now tolerably well known; because the Fishers do not care for these species. With respect to the Whales with teeth, or those of prey, it is certain that there are many species in the Northern Seas, which are still unknown to foreign Naturalists, because they are not caught by the Whale Fishers; and because, even if these wished to take them, they could not succeed, on account of their extreme agility. The Icelanders, however, are very elaborate in their description of these Fish; but all their accounts are so confused and vague, that they cannot be relied on.

NATURAL HISTORY OF SEALS.

(From the same.)

THE Inhabitants of Iceland relate many anecdotes of the Seals, or Sea Dogs, particularly of that species called the *Landselur*. They say that these animals are very observant; and when they perceive any new object on the Land, they approach towards it; which has suggested to the Inhabitants the idea of catching them in two ways. They spread nets in the Straits and Bays through which the Seals pass; and then on a dark evening they make a fire on the Coast with shavings, horn, and other combustible substances, that exhale a strong smell: the Seal, attracted by the scent, swims towards the fire, and is taken in the nets. Sometimes these animals are met with at a considerable distance up the Country, being attracted in a dark night by the common light in a house. They are easily tamed: and the people put them, when young, into ponds, and feed them daily; by which they become as tractable as a common dog, run about the yard, and follow the Master of the house or any one else who may call them by their name. In some years the Seal is almost starved. When, for instance, the Winter is severe, Fish and Insects are scarce, and the sea-weed by which they are nourished is carried off by the ice and breakers: they are then found so lean and weak, that it is impossible for them to escape, and they are easily taken; their fat is consequently

wasted, and nothing is found in their stomachs but a few marine plants and stones.

REMARKABLE INSTANCES OF SOLITARY SECLUSION.

(From TURNBULL'S *Voyage round the World.*)

ONE of the Prisoners belonging to the Out-gangs at Norfolk Island, New South Wales, being sent into Camp on Saturday, to draw the weekly allowance of provision for his Mess, fell unfortunately into the company of a Party of Convicts, who were playing cards for their allowance, a thing very frequent amongst them. With as little resolution as his superiors in similar situations, after being a while a looker-on, he at length suffered himself to be persuaded to take a hand; and in the event, lost not only his own portion, but that of the whole Mess. Being a Man of a timid nature, his misfortune overcame his reason, and conceiving his situation amongst his Messmates insupportable, he formed and executed the extravagant resolution of absconding into the glens.

Every possible inquiry was now made after him; it was known that he had drawn the allowance of his Mess, and almost in the same moment discovered that he had lost it at play: search after search was made to no purpose. But as it was impossible that he could subsist without occasionally marauding, it was believed that he must shortly be taken in his predatory excursions. These expectations were in vain; for the fellow managed his business with such dexterity, keeping closely within his retreat during the day, and marauding for his subsistence only by night, that in despite of the narrow compass of the Island, he eluded all search. His nocturnal depredations were solely confined to the supply of his necessities; Indian corn, potatoes, pumpkins, and melons. He seldom visited the same place a second time; but shifting from place to place, always contrived to make his escape before the theft was discovered, or the depredator suspected. In vain was a reward offered for his apprehension, and year after year every possible search instituted; at times it was considered that he was dead, till the revival of the old trade proved that the dexterous and invisible thief still existed.

In the pursuit of him, his Pursuers have often been so near him, that he has not unfrequently heard their wishes that they might be so fortunate, as to fall in with him. The reward being promised in spirits, a temptation to which many would have sacrificed their Brother, excited almost the whole Island to join in the pursuit; and even those whose respectability set them above any pecuniary

compensation, were animated with a desire of hunting in so extraordinary a chase. These circumstances concurred to aggravate the terror of the unhappy fugitive, as from his repeated depredations he indulged no hope of pardon.

Nothing of this kind, however, was intended; it was humanely thought that he had already sustained sufficient punishment for his original crime, and that his subsequent depredations, being solely confined to necessary food, were venial, and rendered him a subject rather of pity than of criminal infliction. Of these resolutions, however, he knew nothing, and therefore his terror continued.

Chance, however, at length accomplished what had baffled every fixed design. One morning about break of day, a Man going to his labour observed a fellow hastily crossing the road; he was instantly struck with the idea that this must be the Man, the object of such general pursuit. Animated with this belief, he exerted his utmost efforts to seize him, and, after a vigorous opposition on the part of the poor fugitive, finally succeeded in his design. It was to no purpose to assure the affrighted wretch that his life was safe, and that his apprehension was only sought to relieve him from a life more suited to a beast than a human creature.

The news of this apprehension flew through the Island, and every one was more curious than another to gain a sight of this phenomenon, who for upwards of five years had so effectually secluded himself from all human society. Upon being brought into the Camp, and the presence of the Governor, never did condemned Malefactor feel more acutely; he appeared to imagine that the moment of his execution approached, and, trembling in every joint, seemed to turn his eyes in search of the Executioner. His person was such as may well be conceived from his long seclusion from human society; his beard had never been shaved from the moment of his first disappearance; he was clothed in some rags he had picked up by the way in some of his nocturnal peregrinations, and even his own language was at first unutterable and unintelligible by him.

After some previous questions, as to what had induced him to form such a resolution, and by what means he had so long subsisted, the Governor gave him his pardon, and restored him to society, of which he afterwards became a very useful member.

Upon relating this circumstance to the Captain, he informed me of a similar instance which had fallen within his own observation, as he returned from his Voyage to the north-west. In order to recruit his stock of fresh water, he had been compelled to stop at

one of those solitary Islands with which the surface of the South Sea is every where studded, and not one half of which, however fertile or beautiful, have any other Inhabitants than the usual marine birds.

After the watering was completed, which occupied them two days, the Boat was dispatched to another part of the Island, abounding in the cocoa-nut and cabbage-tree, articles of which they were equally in want. The Party had no sooner landed, than scorning the ordinary method of gathering the fruit, they took the much shorter way of cutting down the trees. They were all in the usual spirits of Men who touch at Land after the long confinement of a Sea Voyage; a period of time, perhaps, in which the natural spirits reach their highest degree of elevation.

Their mirth, however, had not long continued when it was interrupted, and converted into terror, by a most hideous noise. The whole Party were aghast with terror, in the expectation that some Land or Sea Monster, to which their horror gave a suitable form and magnitude, should rush amongst them. Some were for leaving the Island, and betaking themselves to the Boat; whilst others, with stouter courage, recommended silence, till they should listen more attentively.

The sound approached, exclaiming to them in horrid exclamations, and good English as they thought, to desist. The whole Party were now panick-struck; they were now persuaded it could be nothing but a supernatural Being warning them from his sacred domain, and that instant death, or some horrible punishment, would attend their disobedience. It must be confessed, indeed, that an occurrence like this was too much for the courage of a Party of English Sailors, who are no less proverbially Cowards in all encounters with Spirits, than they are unassailable by any emotion in the presence of an Enemy. A Council of War was accordingly held upon the spot, and after some *pros* and *cons* it was finally agreed to stand by each other, and not to take to their heels before the Enemy appeared.

The Spectre at length advanced, a Savage in appearance; he addressed them in good English, reproaching them for their unprovoked trespass on his premises. The Party were at length convinced that their Monster was no other than a Man; who, according to his own account, and conjectural reckoning, had been left on the Island by a Ship about four months preceding. The Reader will readily conclude he had not received this punishment for his good behaviour. His beard had never been shaved since

the first moment of his landing, and had he racked his invention to add to the horror of his appearance, he could have made no addition. His raiment was all in rags, and his flesh as filthy as a miner who had never appeared above the surface of his mother-earth.

The first inquiry was, of course, how he came to be left on the Island with every probability of perishing? a question to which he could return no very satisfactory answer. The next question was as to his mode of living, to which he replied somewhat more intelligibly, that the principal articles of his subsistence were the cocoa-nut, fish, and land and sea-crab; that one time he had the good fortune to kill a wild hog, but for want of salt to preserve it, he could make it last but two days.

After some further intercourse, some of the Party accompanied him to what he called his house, which was built in a particular shape, three posts being sunk into the ground, and inclined towards each other, so as to form a complete half of a regular bisected cone. The roof was doubly and trebly matted over with the leaves and smaller branches of the cocoa-nut tree; but the house altogether appeared more like a dog-kennel than a suitable abode for a human being. The household furniture indeed in every respect corresponded with the dwelling, consisting of a something which was perhaps once a trunk; a flock bed as dirty as if in the course of trade it had passed through all the cellars of Rag-fair; an axe, a pocket knife, a Butcher's steel, and four gun flints. In this situation, four hundred miles from any human being, and an almost immeasurable distance from his native Country, this fellow seemed so contented with his condition, that he appeared to have no wish to depart; and the first proposal that he should accompany them to the Ship seems to have proceeded from our Men.

When the proposal was made to him, he paused for some time, and at length made a demand of wages, which, as expressive of his indifference, would doubtless have justified them in leaving him to his fate. At length, however, he suffered himself to be persuaded, but still seemed to consider the convenience mutual, or rather that we were the Party obliged.

They could never procure from him any satisfactory account as to the cause of his being left on the Island, but they never entertained any doubt that it was no slight crime which could provoke his Captain and his Comrades to such an exemplary punishment. Indeed his subsequent conduct was such as to justify this conjecture; for instead of any gratitude to his deliverers, he was found

to be such a mover of sedition amongst the Ship's Company, that for the preservation of good order in the Ship, it was thought prudent to leave him at Port Jackson.

THE VICE-ADMIRALTY COURT, AT SIDNEY, IN NEW SOUTH WALES.

(From the same.)

THE Vice-Admiralty Court, by the Patent, is to consist of the Judge and twelve sufficient Members, Planters, Merchants, and Seafaring Persons; but should the circumstances not admit of this number, four and the Judge shall be deemed competent. This Court has jurisdiction over all felonies, piracies, and misdemeanors committed on the High Seas or Harbours within the limits of the Government of New South Wales.

CONSIDERATIONS ON THE COMPARATIVE VALUE OF THE CAPE OF GOOD HOPE AND THE ISLAND OF ST. HELENA.

(From the "Description of the Island of St. Helena.")

ST. HELENA, which is so valuable to the East India Company, as a commodious Station for the refreshment of their Fleets, derives yet an additional importance from the cession of the Cape of Good Hope, and from there being no other Station at which our Indiamen can conveniently touch, for a supply of water and fresh provisions. The Cape, which is situated in a healthy and prolific climate, and commands a vast tract of Country, capable of yielding all the necessaries and conveniences of life, with most of which it already abounds, is unquestionably far more valuable with respect to its various and independent resources, than a small barren Island, which produces no corn and very little wood. Yet, as a Station for our Indiamen, the Cape has many inconveniences, arising from the position of its Lands, and the general course of the Winds which prevail in these latitudes. To make it a place of importance to this Country, whether as a Barrier to our East India Territories, or as a Port from which to direct our Attacks against the Colonial Possessions of other Powers, great sums must necessarily be expended in its improvement, and in the maintenance of large and adequate Garrisons. As this could only have been done at an expense disproportioned to any real advantage we could at last derive from its possession, it was better to abandon this object altogether. In our hands, its principal advantage would have been of a negative kind, by keeping others out of it; and particularly by excluding an ambitious and enterprising people,

who from such a Port may harass our Trade, and at some future period equip Armaments against our Eastern Dominions.

St. Helena, which may be maintained at an expense comparatively so inconsiderable, is in its nature more compact and defensible; being only in a few points accessible to the assaults of an Enemy, and those points already fortified, and capable of being made impregnable by some additional works. An Enemy could not easily land here by surprise, for there are Signals so placed all over the Island, as to give instant notice of the approach of Vessels to any part of the Coast. Here too there are means of annoying an Enemy, which might prove more potent and destructive in their effects than fire arms: for a few unarmed Individuals, placed on the tops of the Hills, might, by rolling loose fragments of Rock down the steep declivities, completely overwhelm the Invaders in any of those deep and narrow Valleys where only they could land; and from which they must, with whatever difficulty, climb to the summits, before they could close with their Opponents, or get possession of the Island. Of these offensive weapons, St. Helena, however deficient in its other resources, affords an exuberant supply on the top of every Hill, and on the face of every declivity, of all sizes and dimensions; many of them at least as large as that which Turnus hurled against his Foe, and abundance that might be more commodiously wielded by mortals of modern days.

As a Station for our homeward-bound Indiamen, St. Helena has advantages superior to the Cape. Its position is sufficiently convenient; and being exempted from the Storms and tempestuous weather of the Southern Promontory of Africa, it far exceeds the Cape in the serenity of its climate, and the security of its roads; yet it has some inconveniences; it can only be approached in the track of the Trade Winds; and the approach to it requires some skill and management. Vessels, therefore, coming from the quarter opposite to that from which the Trade Wind blows, are under the necessity of making a prodigious circuit. It will be obvious too, that Ships cannot lie at anchor on its windward side, though the anchorage is safe and secure, at all Seasons, on the leeward Coast. Besides, as it is so inconsiderable a Speck on the surface of the great Ocean where it lies, and in which there are no other Land-marks to guide the Mariner, it may easily be missed by Vessels which do not keep exactly in the windward track of it; and if they once pass it but a little, the difficulty of beating up to windward is very great, and they are obliged to steer to a vast distance, in order to get into the longitudes whence the Trade Wind

blows continually towards it. It is related of a British Commander, who had missed it in this way, that, after some endeavours to discover it, he abandoned the search, in the full persuasion that it must have been recently swallowed up by the waves. We may smile at this; and yet a Seaman, acquainted with St. Helena, who should in this way miss it, might more naturally entertain such an apprehension about it, than about almost any other land; as its loose and crumbling composition, its impending and disjointed cliffs, and its hollow and cavernous base, give it altogether an appearance among the waves so tottering and unstable.

James's Bay on the northward, where Ships anchor opposite to James Town, is said to have the inconvenience of shelving very abruptly, at a short distance from the Shore.

Sandy Bay, which is in itself so much finer, and more capacious, and so strikingly embosomed in the wildest and most stupendous scenery, is rendered useless as a place of anchorage, by being situated too far to windward.

These natural inconveniences of the Island would be fully compensated to the Vessels and Fleets that touch here, if the place in itself afforded more ample means of supplying their wants. That its interior conveniences and resources, with respect to Shipping, might be considerably augmented, and that it might be altogether much improved and beautified, there can be no doubt. This indeed is evident, from what has been done already; by which the place has become a more commodious and comfortable abode than it was before, to those who either dwell or sojourn in it. But with whatever further conveniences it may be enriched, or with whatever improvements its surface may be decorated, its great advantages are dependent on sources which are never likely to fail, as they are derived from the order of the elements and Seasons. And if this cheerless and gloomy Island were in itself utterly destitute of every means of subsistence to Man, Bird, or Beast; if no tree, shrub, or trace of verdure should ever soften that aspect of desolation and horror which heightens the dreariness of its solitude, and seems to cast an air of sadness on its cheerful and enlivening climate, it would still afford some valuable comforts and advantages to Seafaring Strangers; while Vessels, at all Seasons, ride with security in its Roads; while its Shores swarm with multitudes of fish; while its Hills abound with fountains of pure water, and its Atmosphere is refreshed by a breeze of perpetual salubrity.

CORRESPONDENCE.

Project for taking Possession of the Kingdom of CHILI, by the Arms of His Britannic Majesty.

[Concluded from page 122.]

STRONGLY as I am impressed with the advantages to be derived from this Enterprize, the prospect of success appears in a still stronger point of view. The distance of Chili from the Seat of Government; the secondary light in which it is held among the Spanish Provinces; its small Military Establishment; and its capacity of defence by a Power which, to a superiority at Sea, shall add a respectable Cavalry and good Artillery, can leave no doubt on that head. Should any be entertained, the most trifling diversion on the side of Vera Cruz would effectually prevent any Detachment from the northward; and a few Ships occasionally showing themselves off Lima, would keep that place in constant alarm. An addition to these circumstances is, that the Succours from Peru will not have the means of embarkation, and that the Desert of Atacamas, which extends 240 miles between Peru and Chili, presents a most formidable Barrier by Land, and as such a march has probably never been in their contemplation, it is probable that the Spanish Troops are utterly unprovided for the attempt. Add to this, that the absolute necessity of awing the Country might not permit the detachment of any considerable part of their Force on an Expedition in which perhaps the whole of it might be insufficient.

Under the last impression, a much smaller Force than that which I have before mentioned, would be fully adequate to the accomplishment of the Enterprize; but as a respectable appearance in the first instance would be highly useful both to create Friends and to intimidate Enemies, I have chosen rather to exceed the bounds of a strict necessity, than to confine myself within them; especially as the Troops may be returned either to Europe, or to any other part of the World that may be pointed out, with little additional expense.

I now come to the number and description of the Force; which I have already stated at three Ships of the Line, three Frigates, and at 5,500 Men to be embarked; and I trust I am not too sanguine in the hopes I entertain of landing an effective Army of 5000 Men. I have stated three Ships of the Line, having understood that to be the Establishment of Spain in the Pacific Ocean,

and reasoning as an Englishman, that an equality of numbers constitutes a decided superiority of Force.

Not being intimately acquainted with the Stations of His Majesty's Troops, or with the reasons that have dictated their Dispositions, I may possibly on this head suggest things which may not meet the approbation of Government. But I humbly request of those to whom this Project is submitted, to regard rather the principle than the detail. It was imagined that

One Regiment of British Infantry, say	600
One of dismounted Cavalry.....	400
Artillery and Artificers	300
	<hr/>
	1300

Men might be as many as this Country should furnish, as well on account of other eventual calls, as to prevent suspicion and lull curiosity. As every possible degree of caution should be used to prevent the object of the Expedition being suspected, I have submitted the propriety of collecting the remainder of the Force from different and distant Points, the whole to rendezvous at the Cape of Good Hope.

One Hessian Regiment.....	1,000
One Hussars.....	150
One Jagers	150
Bengal Mahometan Seapoys	1,400
Bengal Artillery	100
Lascars, &c.	200
Regiment of West India-Negroes....	1,200
Troops from England	1,300
	<hr/>
	5,500

The general Rendezvous, as I before mentioned, to be at the Cape; or, which will put the real object of the Expedition further out of sight, at Port Jackson. The adoption of this Port as the point of Rendezvous may furnish an opportunity for taking a Force from New South Wales that will supersede the necessity of drawing any Troops from India; though the Bengal Artillery and the Lascars would be of the most important service in such an Enterprize. If it should be objected that this latter arrangement would add considerably to the length of the Voyage, it may be answered, that in point of time the difference would be comparatively nothing; as the westerly Winds which blow regularly from New South Wales to the Shores of the Pacific Ocean, would carry

the proposed Armament with so much rapidity and certainty to its destination, as far to counterbalance any inconvenience that might be feared from the increase of distance. At whichever of these two Points it may be determined to fix the Rendezvous, it would be eligible that the junction should be formed in the month of November. After remaining 14 days in Port, the Armament might then take advantage of the best Season for going round Cape Horn; and the southerly Winds which prevail in the month of December in the Pacific Ocean, will in a few days bring them to the Bay of Valparaiso, which it is submitted would be the proper place to effect a landing, both on account of the goodness of the Harbour, and its vicinity to St. Jago, which is scarcely defended in the smallest degree, though the Capital of the Kingdom.

These Points being gained, the Conquest of the Kingdom might be assumed; and some acts of grace in the suppression of the Inquisition, of the Tax for the Crusades, or perhaps in the establishment of a Free Mint at St. Jago, with a liberal conduct towards all description of Persons, as well Spaniards as Natives, would in all likelihood immediately reconcile the People to their change of Government. These ideas are merely thrown out to mark the line of conduct which it is submitted might be proper to observe, rather than to insist on the particular instances. The wisdom and liberality of those to whom His Majesty may entrust this Service, will enable them to make the choice as to the examples they may think fit to give of His Majesty's clemency and benignity to those whom the valour of his Forces have submitted to his protection.

It now becomes proper to say something of the means by which the expenses of the Armament may be made good. Were it proper at this period to bring forward the names of Individuals who would be willing to embark in this design, Government might be easily assured of the practicability of the plan. Whatever may be said of the drains of money by the War, it is a fact that at this moment good bills may be discounted at four per cent., and neither at this nor any other time have funds been wanting to carry into effect rational plans for the extension of our Trade. The national advantages of the Home Trade over the Foreign, and of one Trade over another, in proportion to the quickness of its returns, are well known: but novelty has its charms as well as gain; and in nothing is this more true than in Commercial Enterprises. It is estimated that the Expense of fitting out the Expedition might amount to about one million sterling. Should it be thought pro-

per to establish a South American Company, and to grant to them the possession of the Territory in the same way as in the Island of Bombay is granted to the East India Company, reserving always His Majesty's royal Prerogatives, and the rights of Individuals, there is no doubt but that a Trading Company might be formed on that basis, which would repay the advances made by the public within the space of two years from the time it shall be incorporated. 1000 shares of 1000*l.*, or 10,000 of 100*l.*, make up the sum. Should this general outline of the Plan be favourably received, the scheme of the future Company would form the subject of a separate Paper. At present it will be sufficient to suggest, that in the infancy of the intercourse of this Country with that part of the World, it would be expedient that the access to it should be under some restraint till we are better acquainted with the genius of the people: and till we have been able to impress on their minds a favourable idea of our national character, by exhibiting an example of moderation, justice, humanity, and good faith, to which people little cultivated are in the highest degree sensible, and to which they seldom fail to make proper returns. The Persons selected to command such an Expedition would undoubtedly be possessed of all the qualities requisite to do justice to His Majesty's Arms, and to give an impression to distant Nations of His Majesty's virtues. But as professional talents, a proud disinterestedness, the most conciliating manners, joined to a great knowledge of the world and energy of character, eminently distinguish the General and Admiral, it is humbly submitted, that should His Majesty be pleased to call for their services on this occasion, it would inspire the greatest confidence in the Mercantile World, as well as furnish no equivocal proof that the intentions of those who have the honour to furnish these suggestions are of the most liberal kind, and in every respect conformable to the high characters and situations of the proposed instruments of them.

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### SIR SIDNEY SMITH'S FLOTILLA.

MR. EDITOR,

*Dover, September 2.*

**A**T eight o'clock yesterday evening the firing of six guns from a Cutter in the Roads announced the arrival of this gallant Officer in the Diligence Revenue Cutter from Ramsgate. He was brought on Shore in a Pilot Wherry, and received by a further salute of three guns. He was accompanied by several Naval Officers, and retired for the night to the York Hotel. This morn-

ing, at an early hour, the two Gun-boats, newly constructed by the direction of Sir Sidney, were brought from their moorings to the Mouth of the Harbour, for his inspection, and for the purpose of making some further experiments with them. They are, I suppose, upon much the same plan as those lately tried on the River Thames; but as they may differ in some respects, and are on a more extensive scale, a short description of them may not be unacceptable. The one is called the Cancer, the other the Gemini. The Cancer is formed of a Galley, about 48 feet in length, cut exactly in two, from stem to stern; those two parts are joined to the ends of five pieces of timber, which cross them, and are made secure by braces of iron: upon those five beams is raised a platform, in the centre of which stands a three-pounder, ready mounted, with ammunition boxes, &c.; the wheels of this cannon stand in a groove, upon a sort of frame work, which runs out some feet beyond the bows, so that the moment the Vessel is run ashore, the cannon can be landed, and instantly put in use. In the centre of each of the two extreme beams which join the two Half-Galleys, masts are fixed, each of which carry a large square sail with proper rigging, a foresail projects from a boom which is fixed to the frame. There are four rudders, one to each extremity of the Half-Galleys, two only of which are worked at a time, by a cord connected with a larger one in the centre, and managed by a Person on the platform. These rudders can be shipped or unshipped in a moment; and the Half-Galleys being equally sharp at both ends, she can be run back or forward at pleasure. The Half-Galleys are decked, with eight holes cut along each, large enough to admit a Man's body; to the mouth of each of which is fixed a canvas bag, painted so as to prevent the water penetrating, with a running string in the top: in these bags the sixteen Men, who pull at the oar, seat themselves, and tie them above their hips; this sufficiently lashes them to the Boat, and prevents their being washed overboard. Besides these sixteen oars, and the other Persons who manage the sails, &c., this Vessel is capable of holding fifty Soldiers. Her sides are entirely lined with cork, so that it is impossible to upset her; and in a heavy Sea it passes over her without doing any injury, except giving the Men wet jackets.

The other Boat, the Gemini, is of the same construction, but much larger, with this difference, she is formed of two entire Galleys, fastened together as the Cancer, with 16 holes in each Galley, for the Rowers are inside the other; the 16 outside Men row with oars, while those at the inside are furnished with a sort



of spade, in the shape of the paddle of an Indian Canoe, the blade made of iron; and a space is left between the platform and the Galleys, for the Men to work these paddles. This instrument is useful also in clearing away the sand or gravel, to facilitate the landing of the cannon. The Gemini also carries a six-pounder, and a proportionate number of Men, more than the Cancer. Those Vessels, when heaviest laden, draw only 18 inches water, so that they are most useful in running into shallow places, and landing cannon with the greatest expedition.

*Five o'clock P.M.*—At one o'clock, Sir Sidney Smith, accompanied by Major Clubley, of the East York Militia, and some Naval and Military Officers, went on board the Cancer, while the rest of his Party got on board the Gemini, and it being then Flood Tide, the Wind at N.N.E., they proceeded out of the Harbour, steering a S.W. course. Both the Piers were crowded with Company to witness this interesting Spectacle; a number of Officers and their Wives; and, in short, all the *elegantes* of the Town, were assembled to behold the brave Sir Sidney; while the oldest Inhabitants of this his native place hailed him as the Ornament and Honour of their Town; many remembered him a little Boy, and he recognised his old Friends, as he passed through them, with the greatest kindness and affection.

Sir Sidney's Flotilla (as I may call it) was attended by a ten-oared Galley and the Diligence Cutter; having stood for some leagues out to Sea, they tacked and stood before the Wind; here one of the greatest perfections of those Boats was fully displayed. They ran before the Wind with the greatest rapidity, outstripping even the Cutter and Galley, which are the swiftest sailing Vessels we have. While Sir Sidney was practising these movements, l'Utilité Frigate, of 38 guns, belonging to the Boulogne Squadron, passed in full sail from the Downs for that Station; and when she came abreast of the Harbour, fired a gun for her Pilot; soon after, the Desperate Gun-brig hove in sight from the Downs; this Ship was ordered to attend Sir Sidney, and had on board twenty Privates of the Royal Artillery, sent from Ramsgate, to work the guns on board Sir Sidney's Boats. All this, added to a most beautiful day, and a distinct View of the French Coast, the *coup d'œil* made the Scene enchanting. After trying those Boats in every way which they could possibly be managed, through the whole of which they appeared to work with great ease and convenience, the Artillery from the Desperate was put on board them, and several shots were fired in different directions, without having any visible appearance

upon the Vessels; they were then brought into the Roads, and run on Shore on that part of the Strand where the Brigade usually parade, near to the Cottage inhabited by Sir Sidney's Aunt. The cannon were landed in a moment of time, with the greatest ease; and several shots being fired by way of experiment, they were again, in an instant, shipped with the most apparent ease and expedition; and while Sir Sidney and his Party retired to regale themselves on Shore, the Boats were brought again into the Harbour to their original Moorings. I understand it is the intention of Sir Sidney to go to Ramsgate in them to-morrow, Wind and Weather permitting. Admiral Lord Keith was to have been of the Party to try these Boats; but from what cause the gallant Lord's absence arose, I could not learn; but am told it is his Lordship's intention to meet them at Ramsgate. A. B.

### CORRESPONDENCE RELATIVE TO PRISONERS OF WAR.

W. MARSDEN, ESQ., TO EDWARD COOKE, ESQ.

SIR,

*Admiralty, July 17, 1804.*

THE Lords Commissioners of the Admiralty have ordered me to transmit you the annexed copy of a letter from M. Riviere, Chief of Division in the Office of the Minister of Marine, to the Transport Board, relative to the Capitulation of the Enemy's Force in St. Domingo, and to beg you to lay it before Lord Camden, for his Lordship's information, in order that he may direct me in the conduct I am to pursue. I am, &c.

W. MARSDEN.

LETTER FROM M. RIVIERE TO THE TRANSPORT BOARD.

GENTLEMEN,

*Paris, June 12, 1804.*

HIS Excellency the Minister of Marine and the Colonies having been informed, that the Garrison and Crews of the Vessels which evacuated the Cape in consequence of the Convention agreed to on board the *Surveillante*, 30th November, 1803, are detained Prisoners in England, has ordered me, for the under-mentioned reasons, to claim, in his name, the return to France of those Garrisons and Crews, conformably to the second Article of the said Convention. It is as follows:—

“The Garrison of the Cape embarked on board the Ships, and the Crews of these Ships, shall be Prisoners of War, and sent to

Europe as soon as possible, upon their Parole not to serve before they are exchanged," &c.

It is conceived that the spirit of that Article required the greatest exactness in the drawing up of it, and that the word France should be substituted for the word Europe.

But it would be offensive to the character of the English Nation, to suppose that its Government could avail itself of a want of precision in the word to infringe a Capitulation whose spirit is so explicitly developed by the very conditions which those who have capitulated have subscribed. In fact, if the spirit and intention of the Capitulation had not been that the Garrison and Crews who were Prisoners of War should be sent to France as soon as possible, instead of being detained in England, it is evident that their being sent to Europe would not have been submitted to this condition, to give their *Parole not to serve without being exchanged*.

No doubt the Soldiers whom the events of the War have forced to abandon the Post which they defended, and those to whom they have been obliged to yield, have frankly and openly conceived on both sides the spirit of the condition they subscribed, without discussing grammatically the expressions of them. They could not suppose that a discussion upon words could take place afterwards upon an object so completely developed by the essential condition of the 2d Article.

His Excellency thinks then, that if the British Government think themselves authorized to detain in England the Troops and Crews who capitulated at the Cape, it is because they have not fixed their attention upon the 2d Article of the Capitulation, and particularly upon these essential expressions, "and shall be sent to Europe, with their Parole not to serve until exchanged."

His Excellency has ordered me to request you to submit this important consideration to the Lords of the Admiralty, and he cannot but believe that the conduct he would adopt in a similar situation to conform to the evident spirit of the Capitulation, will be that which their Lordships will not hesitate to adopt. He observes, that the miseries of War are of themselves severe enough for those who, by their situations, have so powerful an influence upon the lot of humanity, not to endeavour on either side to aggravate them by evasion or discussions unworthy of their public character.

It has been mentioned to his Excellency, that some Persons in England have supposed that Prisoners of War sent back to France

On Parole have been employed without having been exchanged. Without dwelling upon an allegation which has only reached him indirectly, his Excellency has directed me to make known to you, that no infraction of that nature has taken place.

I have submitted to him the representation you requested me to lay before him upon the treatment of Prisoners of War detained in France.

Some Correspondence which his Excellency has had occasion to enter into recently with Prisoners of distinction, have not induced him to conceive that any complaint exists upon the subject; yet as their Police depends upon the Minister of War, he has written to the Marshal of the Empire, who is charged with that Department, in order that he may inquire into your complaint, if it be well founded; and as soon as I receive his reply, you shall be informed of the real state of affairs.

You may, Gentlemen, in the mean time be assured, that none of the duties which humanity prescribes in favour of Prisoners of War shall be neglected, for such is his Imperial Majesty's formal intention.

I am, &c.

RIVIERE.

ED. COOKE, ESQ., UNDER SECRETARY OF STATE FOR THE WAR  
DEPARTMENT, TO W. MARSDEN, ESQ.

SIR,

*Downing Street, August 28, 1804.*

I HAVE had the honour to lay before Lord Camden your letter of the 17th ult., enclosing the copy of a letter from M. Riviere, written by order of the French Minister of Marine and Colonies to the Commissioners for the custody of Prisoners of War, claiming the release of the French Crews and Garrisons that were made Prisoners by His Majesty's Squadron off Cape François, in the Island of St. Domingo, on the 30th November last, in virtue of the second Article of the Convention then agreed to by the English and French Commanders; and in answer thereto, I am directed to communicate to you his Lordship's sentiments, for the information of the Lords Commissioners of the Admiralty, in order that they may be transmitted through M. Riviere to the French Government. In that letter M. Riviere states, that the Minister, under whose orders he acts, directs him to observe, "That the misfortunes of War are sufficiently heavy in themselves, and call particularly on those who, by their situation on either side, are so powerfully enabled to influence the fate of humanity, not to seek occasions reciprocally to aggravate those misfortunes still more, either by evasions or discussions unworthy of their public character;" and he concludes

his dispatch by remarking, "That the Admiralty may be assured of the direct and decided intention of the French Government, that none of the duties of humanity shall be neglected in favour of Prisoners of War."—The sentiments thus avowed, are congenial with those which are entertained by his Majesty's Ministers; and, however much the conduct hitherto adopted by the French Government has differed from those sentiments, I am, notwithstanding, directed by Lord Camden to lay before you the following statement, as he cannot, from M. Riviere's expressions, but entertain the expectation, that when the justice of the cases which I proceed to lay before you for his information shall be considered, the French Government will afford that satisfaction to this Country which she has a right to expect.

At the very outset of the War, even before His Majesty's Ambassador had left France, a very considerable number of His Majesty's Subjects, who resided in France by the permission of the French Government, and on the faith of the Law of Nations, or under protection of Passports from the Ministers of France, were, in defiance of the established practice of European Nations, detained as Prisoners in France, and have since been confined in distant Fortresses in that Country. Whilst this flagrant violation of those laws and customs by which civilized Nations have been so long guided, has taken place in France, His Majesty's Government have yet allowed all Persons who are of the class known in the Cartel of last War by the designation of "Non-Combatants," to return to France; and 526 Persons of this description have been actually sent to France, whilst only one Person of the same description is known by the Transport Board to have been sent from France to this Country. Lord Camden conceives that this plain statement sufficiently marks the different principles which have actuated the conduct of the two Nations, and therefore makes no further comment or observation upon it, but directs me to state to you other circumstances connected with this subject.

In the month of June 1803, a Detachment of His Majesty's Troops landed on the Island of St. Lucia; and on terms of Capitulation being refused, they stormed the chief Fortress on that Island, and took the Garrison Prisoners of War; but so far from using the power which a Victory so obtained might have afforded him, His Majesty's Commanding Officer, though he might have kept the Garrison Prisoners in the West Indies, though he might have sent them to England, stripped of all their private property, there to be retained in Prison; yet, upon the highest principle of

honour and humanity, he sent them to their own Country on their Parole, with an entire confidence of their being immediately exchanged. No acknowledgment of this generous conduct has been made, and not a single British Prisoner has been released in return for the Garrison of St. Lucia.

In the same month of June, 1803, the Island of Tobago was attacked by a strong British Force, and, on being summoned to surrender, Gen. Berthier, the Commandant, not being in a situation to make resistance, proposed a Capitulation the most favourable to the French Garrison, which consisted only of 89 rank and file. It was in the power of His Majesty's Commanding Officer to have forced the Garrison to surrender at discretion, yet he humanely agreed to the Capitulation proposed, and sent the Garrison to France at the expense of Great Britain.

In October, 1803, the French Garrison of Pondicherry, consisting of 177 Persons, cut off from all possibility of support, were summoned to surrender by a strong Detachment of His Majesty's Forces; when, on their proposing a Capitulation, the British Commanding Officer, who might have reduced them without the danger of loss, consented to allow them the most favourable and generous conditions; they were to be carried to France, and to receive their full Pay till their arrival from the Indian Company, and were only debarred from serving again for a year and a day.

A Cartel Ship, named the *Matilda*, was taken into employment for this Service, which a few days ago arrived in the Channel, and immediately proceeded off Havre. That Port being blockaded, the Cartel was directed to proceed to Fecamp. Upon its arrival off that Port, no notice being taken of the Ship, several of the French Officers requested to be allowed to enter the Port in a Boat. This was permitted; but, on advancing near the Harbour with a Flag of Truce, the Boat was so repeatedly fired upon, that they were obliged to relinquish the attempt, and the Cartel has arrived in the Downs.

Notwithstanding these circumstances, and that the last public Cartel Ship was fired upon from Merlaix, which is pointed out by the French Government as the Port to which Flags of Truce are to be sent, the Cartel has been ordered to proceed to that Port, and to make another attempt to carry the Capitulation entered into at Pondicherry into execution.

I now proceed to state individual cases, to show the spirit which actuates the Government of France.

Captain Purien, Commander of the French Frigate *Française*,

was allowed to go to France, *on his Parole to return to England in three months*, if he could not procure the exchange of Captain Brenton, of His Majesty's Frigate *Minerva*. The liberation of Captain Brenton has been refused, and the French Government have proposed to substitute,—1st, Colonel Craufurd; 2dly, Mr. M'Namara; and, 3dly, a Colonel Smith: the two former of whom being resident in France at the time of the Rupture between the two Countries, were detained as Prisoners contrary to the Law of Nations; and Colonel Smith is not known to be in the Army or Navy of this Country.

I am next to advert to the Capture and detention of Lieutenant Dillon:—Lieutenant Dillon, of His Majesty's Frigate *l'Africaine*, was sent into Helvoet on the 20th of July, 1803, in a six-oared Cutter, with a Flag of Truce, and was there seized and detained with his Crew. Upon a representation being made on the subject, a letter was received from the Officer commanding at the Texel, under date October 16, 1803, to the Officer commanding His Britannic Majesty's Ships off that Port, stating, that orders had been issued by the Council of the Batavian Navy to the Commanding Officer at Helvoet, on the 30th of July preceding, for the entire release of the said Lieutenant, Flag of Truce, and Equipage; in consequence whereof he departed the same day, but that he was on his return carried back by a French armed Boat, and transported on board the Ship of the Commandant of a French Division stationed at the same Port. It appears that remonstrances have been made by the Batavian Republic to the French Government for the liberation of Lieutenant Dillon, but notwithstanding these circumstances, Lieutenant Dillon is still detained a Prisoner in the Territory of France, in open violation of every privilege in relation to Flags of Truce established and acknowledged by civilized Nations.

But the case of Captain Wright deserves and requires more observation than even any of these I have laid before you:—It appears that Captain Wright, commanding His Majesty's Sloop *El Vincejo*, (which was taken off the Coast of Brittany, on the 20th of May last, by several Gun-boats,) instead of meeting with that liberal treatment which has uniformly been experienced by French Officers in similar cases, was sent, with circumstances of peculiar indignity and severity, to Paris, subjected to close imprisonment in the Temple, and obliged to undergo repeated interrogatories before a Court of Justice, when none of the facts alledged against him would, if true, authorize the French Government to

consider Captain Wright in other light than as a Prisoner of War, and as entitled to every privilege of that situation. Lord Camden finds it difficult to permit me to advert to a case of this flagrant nature in the terms and expressions to which this communication ought to be confined; for he believes that no age has yet produced an instance of a gallant Officer, who, after defending his Ship to the utmost, was obliged to surrender, and who, thus becoming a Prisoner of War, was entitled to all the respect which his conduct merited, was yet dragged to the Capital of the hostile Country, and interrogated there, in a manner most unjustifiable, upon a subject to which he could not, and ought not to answer. Captain Wright's judgment and firmness appeared to be as conspicuous, under the circumstances in which he was placed, as his gallantry in his particular Profession; but he yet remains a close Prisoner in the Temple at Paris, an example of the honour, the firmness, and the spirit of the British character.

I close this statement with this case; and I now proceed to state to you, for the information of M. Riviere, that, in order to lessen the evils of War, and to consult the interests of humanity, His Majesty has twice invited the French Government to accede to the principle of a general Cartel, founded on the basis of that which existed between the two Nations in the last War. The accession to those proposals has, however, been evaded by the French Government, by insisting that the Hanoverians are to be considered as British Prisoners, when they cannot be ignorant that the cause of the Invasion of Hanover, and the War with the King of Great Britain, are perfectly distinct in all their circumstances; when they know, that during several years of the last War the electoral Dominions of Hanover were at Peace with France, and that no mention was made of Hanover in the Treaty of the Peace at Amiens, as forming in any manner whatsoever a part of the British Empire; and when they equally know that no Hanoverian is a British Subject; but, on the contrary, considered by the Laws of Great Britain as an Alien and Foreigner, and over whom there is no controul in this Country.

Having laid before you this statement, it remains for me now only to advert to the particular subject of M. Riviere's letter, viz. that those French Prisoners which surrendered at Cape François, by Capitulation, in November 1803, should be sent to France without delay. On this part of the subject I am, in the first place, directed by Lord Camden to refer you to the enclosed copy of the statement to Vice-Admiral Duckworth, by Captain Bligh,



respecting the said Capitulation, in order that, by a communication thereof to M. Riviere, no pretence may be made of ignorance with respect to all its particulars. Upon the statement of Captain Bligh, Lord Camden directs me to make the following observations:—First, it appears that in a moment the most critical to the French Garrison, all possibility of their escape cut off, their position being such, that their falling a sacrifice to the vengeance of the Inhabitants of St. Domingo was inevitable, no time being allowed for consideration and adjustment of the terms and niceties of a formal Capitulation, a paper of Articles already prepared by the French Commanding Officer was presented to Captain Bligh, who, actuated by motives of generosity and compassion, immediately consented thereto, with certain modifications, and with great difficulty induced General Dessalines also to consent to them; which modifications (as there was not time to reduce them into regular written terms) the French Commanders, in the presence of Captain Bligh and three of his Officers, promised on their honour to ratify as soon as they should arrive at Jamaica. Secondly, on the faith of this promise, thus fully and distinctly given in the presence of four British Officers, who certify the fact, the French Garrison were received under the protection of His Majesty's Squadron, and removed from certain immediate destruction; but as soon as by these means they were placed in a state of security, they retracted their promise, and refused to ratify the very engagements by which they were saved.

Lord Camden has thought it necessary that a statement of the transactions which took place at Cape Francois should be detailed to M. Riviere, in order that the French Government may be aware of all the circumstances of the case, and how equitably His Majesty might be authorized in acting conformably thereto. Still, however, with that scrupulous adherence to Capitulations and Treaties which has ever distinguished this Nation, His Majesty will not insist upon any point which is not included in the words of the Capitulation of Cape Francois, and will be guided in his conduct by the written Instrument alone.—I am now, therefore, directed by Lord Camden to desire that it may be stated to M. Riviere, that no time will be lost in carrying into execution the Capitulation of Cape Francois, whenever his Majesty's Government shall be enabled, from the conduct of the French Government, to effectuate that measure; and that so soon as a number of British Prisoners, equal in number and proportionate in Rank to the Garrison of St. Lucia, shall be sent to England, a proportion of the

Garrison which capitulated at Cape Francois shall be sent to France, in order to be exchanged. This proposition is made upon the principle of evincing the most scrupulous regard to the Capitulations agreed to by His Majesty's Officers; but Lord Camden hopes that the French Government may be induced to ulterior measures, in which the cause of general justice and humanity is concerned, and which are calculated to alleviate those evils of Warfare, which M. Riviere so truly states ought not to be aggravated.

I am therefore, secondly, to desire it should be proposed to M. Riviere, that if the French Government shall release those Persons, Natives of Great Britain and Ireland, who were resident in France at the commencement of Hostilities by the permission of the French Government, or the Passports of their Ministers, and who have been detained in France Captives contrary to the Law of Nations; and if Lieutenant Dillon shall be liberated, and Captain Wright released from his confinement, and treated as a Prisoner of War, a general Cartel, upon the basis so properly agreed to during the course of the last War, should be established between the two Countries.

It must be obvious to M. Riviere, and to the French Minister of Marine under whom he acts, how deeply His Majesty must be impressed by the lengthened and unjust Captivity of his Subjects; and by the circumstances of Lieutenant Dillon's detention, and Captain Wright's imprisonment; and how reasonable it is to expect an honourable redress in these points, previous to the establishment of a general Cartel.—When this sentiment is conveyed to M. Riviere, I am directed to desire their Lordships may at the same time impress upon him the confident expectation of His Majesty's Government, that if the French Government shall embrace the measure of a general Cartel, they will not again impede its progress, by requiring terms in which it is known that it is impossible for His Majesty to acquiesce. I am, &c.

*Wm. Marsden, Esq., &c. &c. &c.*

EDWARD COOKE.

Mr. Cooke enclosed a letter from Commodore Bligh, in which the latter says that the terms proposed to him by the French Officers at St. Domingo were accepted with exceptions, and that General Boyer and Captain Barre gave him their word of honour, that, upon their arrival at Jamaica, they would change the Capitulation, conformably to his observations.—By the Capitulation it was never understood that the Parole extended to others than the Officers, and that by the return to Europe was meant the return

to England, in order to be exchanged without delay.—The truth of Commodore Bligh's statement is certified by Captain Parker, Lieutenant Macdonald, and Mr. Wrottesley.

LORD HARROWBY TO THE CHEVALIER D'ANDUAGA.

SIR,

18th July, 1804.

THE obstacles which the French Government have placed in the way of all communication between the two Countries, as well as the want of all authentic information upon what is passing at Paris, have hitherto prevented me from making known His Majesty's sentiments upon the manner in which a British Officer of distinguished character is said to be treated. Yet as, after the conversation I had the honour to have with you last Monday, it appears that a way is afforded of informing the Government, through the medium of the Spanish Ambassador at Paris, of the point of view in which His Majesty considers the proceedings supposed to have taken place, it is my duty not to neglect the opportunity with which you have been pleased to furnish me, to endeavour to prevent, by representations, the effects which such a violation of the Law of Nations, and the usages of War, would produce.

If the accounts in the French Papers be correct, it appears that Captain Wright, who commanded the *El Vincego*, which was taken on the Coast of Brittany on the 20th of May last, by several Gunboats, instead of receiving the liberal treatment which the French Officers have experienced in similar situations, has been sent to Paris—that his being sent thither has been accompanied by circumstances of peculiar indignity and severity—that he has been closely confined in the Temple, and obliged to undergo several interrogatories before a Court of Criminal Justice.

It is useless to enter here into a discussion of the pretexts made use of to attempt to justify such treatment. None of the charges alledged against him, should they even be well founded, would have authorized the French Government to consider Captain Wright other than as a Prisoner of War, who, in that character, had a right to all the privileges of Persons in his situation.

To cite a Prisoner of War to reply to interrogatories, in order to produce against him the proof of a crime alledged and supposed to have been committed before he was made Prisoner, and even before the present War, is evidently irreconcilable with every principle of justice. To deprive him of his personal liberty—and much more, to confine him as a State Prisoner, is an act totally

contrary to that mild and moderate exercise of the right of War which civilized Europe boasts of.

I have been directed to lay before you these sentiments, in the certainty that you will avail yourself of the first opportunity to transmit them to the Spanish Ambassador at Paris, and to entreat him to communicate them to the French Government.

His Majesty, who has ever been averse from aggravating the miseries of War, desires to endeavour to obtain, through this medium and by these remonstrances, the satisfaction which he would be forced at length to procure by means less agreeable and less conformable to his intentions. He will abstain from having recourse to those means, so long as he shall have the hope of obtaining through this medium a reply which may fulfil his just expectations. But if he find that, notwithstanding his representations, the imprisonment of Captain Wright is prolonged, he will not think himself obliged to defer longer treating with the same rigour some Officer of equal or superior Rank, whom the chance of War shall have placed in his hands, and of considering him as a Hostage for the safety of Captain Wright.

I beg you, Sir, to receive my thanks for the obliging manner in which you have been pleased to employ your intervention in an occasion in which humanity and justice are equally interested.

I have the honour to be, &c.

HARROWBY.

M. d'Anduaga, in his reply, assures his Lordship, that he will avail himself of the first opportunity of communicating his Note to the Spanish Ambassador at Paris.

In a second letter, dated the 24th September, 1804, M. d'Anduaga informs his Lordship, that the measures taken in favour of Captain Wright have been successful; and he encloses him the following letter from M. Talleyrand, stating that Captain Wright will be placed at the disposal of the British Government as soon as a place is fixed for him to be sent to. At the same time he expresses much pleasure at the issue of the intervention of his Catholic Majesty's Ambassador, who thereby fulfilled the wishes and commands of the King his Master.

M. TALLEYRAND TO M. FREDERICO GRAVINA, HIS CATHOLIC  
MAJESTY'S AMBASSADOR AT PARIS.

SIR,

Paris, 10 Fructidor, (27th Aug.) 1804.

I HAVE laid before His Majesty the Emperor the letter you did me the honour to communicate to me. I am by his orders to

remind your Excellency of some facts which relate to the object of that letter. Mr. Wright was taken by our Couriers at the moment he was landing on the Coast of Brittany, Jean Marie and two of his Accomplices. He had before landed, at three successive times, Brigands who have since been tried, convicted and punished, for having conspired against the State, and the life of the First Consul. These acts, under whatever point of view we consider them, do not belong to War.—There is no Age nor Nation in which they would not be viewed as crimes; and in fact I may say, that it was *in flagranti delicto* that Mr. Wright was taken by French Sailors, doing then the duty of an armed Force.

By documents which cannot be doubted, that Officer had been demanded of the English Admiralty. The Lords of the Admiralty undoubtedly knew not the kind of Service he was destined to perform.—The shame attached to the conception and execution of a vile and atrocious act belongs wholly to the Men who formed the Plot, and to him who took upon himself to accomplish their views.

I am ordered, Sir, to declare to your Excellency, that His Majesty the Emperor will not permit Mr. Wright to be exchanged: no Frenchman, of whatever Rank he may be, belonging to the French Navy, would consent to be placed in the balance with him in a Cartel of exchange; but His Imperial Majesty, Sir, having at heart every thing that can diminish the scourge of War, and wishing to prove that, in his mind, that disposition is superior to the gravest motives of just and useful severity, has directed me to declare to you, that he will order Mr. Wright to be placed at the disposal of the English Government. I beg you to make known to Lord Harrowby this generous determination of His Majesty. You will see, Sir, in it a marked intention to do that which may be personally agreeable to yourself, and the new Ministry of His Britannic Majesty will be compelled to view it as a proof of the dispositions so often manifested by His Imperial Majesty to rise above those sentiments which crimes, and even the attempts, of which he has been the object, are calculated to excite, in order that he may listen only to the interest he feels in the good of humanity and the happiness of the present generation. I shall wait to know, through you, the place to which the English Government desire the Prisoner of State demanded through you, shall be sent.

I avail myself of this opportunity to renew the assurance of my high consideration.

CH. M. TALLEYRAND.

## LORD HARROWBY TO THE CHEVALIER D'ANDUAGA.

SIR,

Downing Street, Sept. 27, 1804.

I HAVE the honour to acknowledge the receipt of your letter of yesterday, and to assure you, that His Majesty's Government feel, as they ought, the liberality and generosity with which His Catholic Majesty has pleased to interpose his good offices in favour of Captain Wright, and the very obliging manner with which you and M. de Gravina acceded to the demand contained in the first Note I addressed to you upon the subject.

As the French Government consent to put a period to the imprisonment of that Officer, and to permit him to return to this Country, it does not appear to me necessary to make any remarks upon the contents of M. Talleyrand's note to Admiral Gravina. I therefore beg you, Sir, to communicate to the French Government, through the medium of M. de Gravina, that in consequence of the desire expressed to be informed of the place to which Captain Wright shall be sent, His Majesty's Government desire that he be sent to Dover under a Flag of Truce; and if that mode of setting him at liberty be deemed objectionable, to permit him to quit the French Territory, in order that he may proceed to Embden, or any other neutral Port or place.

I have the honour to be, &c.

HARROWBY,

## CORRECT RELATION OF SHIPWRECKS.

[Continued from page 43.]

## No. XIII.

Again the dismal prospect opens round,  
The wreck, the shore, the dying, and the drown'd.

FALCONER.

## LOSS OF THE LITCHFIELD, MAN OF WAR.

*The following Abstract of a Letter from an Officer of the LITCHFIELD, dated Morocco, January 1, 1759, is worthy of preservation, and will, we presume, be acceptable to our Readers.*

ON the 11th of November, 1758, we left Ireland, in company with several Men of War and Transports, under the Command of Commodore Keppel, intended for the reduction of Goree. Our Voyage was happy and prosperous till the 28th, when the weather turned very squally, with much thunder and lightning,

and a great fall of rain. At this time we imagined ourselves at least twenty-five leagues from Land, in which all our reckonings agreed, so that we were in nowise uneasy at the Gale, though it blew so hard, that at twelve at night we were obliged to hand our main-sail and go under our courses. My watch was in the first part of the night. About one or two next morning I was relieved by the First Lieutenant, who took the charge of the watch. I went to bed. At this time we had the Commodore right a-head, steering south. About six o'clock I was awakened by a dreadful shock, and a confused noise on deck. As I had no idea of being near Land, I at first apprehended we had run foul of another Ship; but upon coming up, I was soon made sensible of our dreadful situation, and that our Ship was aground. The Sea was going mountains high, and was breaking over us at all quarters; and as our broadside was to the Land, our masts soon went overboard, and carried several of our Men along with them. The Land appeared to us about two cables' length off, rocky, rugged, and uneven.

In this situation we remained for some time, our masts and yards hanging alongside, the Ship beating violently upon the Rocks, and the waves breaking over us with such force, that we expected every moment to be our last. Happily for us, what we dreaded would prove our destruction, proved our safety; some of the monstrous waves rebounding from the Rocks upon our starboard quarter, shifted the Ship, and gave us hopes of bringing her head towards the Sea, which we at last effected, though with infinite toil and labour. The prospect of safety made us redouble our efforts, and finding it necessary to get as much as possible over to the larboard side, to prevent the Ship from heeling, we at last made shift to bring over most of her upper-deck guns, which had the effect we wished for; the Ship righted, and we now had some prospect of at least a few hours longer life.

The vicinity of the Land, and our Boats being in good order, proved a temptation our People could not resist. Notwithstanding all that could be said against it, and the prospect of a most terrible Sea, one of the Boats was launched, and eight of our best People jumped in; and many more would have followed, had not the rolling Sea parted her from the Ship. She disappeared in a moment, and all on board perished.

About four in the afternoon the weather became a little more favourable, and the waves began to abate; but, unhappily for us, the Boats were all broke to pieces, and our subsistence on board

entirely cut off, the Ship being so full of water, that we could not possibly get at our provision. The quarter-deck and poop were the only places we could get footing in.

The water beginning to ebb, one of the Men, with the approbation of the Captain, proposed to swim ashore, and was so happy as to succeed. His good fortune induced others to follow his example, and ninety-five of the Crew, with the Second Lieutenant and myself, got also safe ashore. Upon the Beach we found numbers of Moors; whom at first we imagined humanity had drawn there to afford us assistance; but we were soon undeceived. Self-interest was their only view. To such as had stripped before they came into the water, they afforded not the least assistance; but to those who had a shirt or a waistcoat, of which they could make plunder, these they laid hold of, and would even venture a little for the sake of what they had with them; but immediately upon their coming ashore the true motives of their conduct appeared; they stripped them of every thing, and unmercifully left them without clothes or covering upon the open Beach, to the inclemency of a cold rainy night in the end of November; and to such a pitch did their cruelty extend, that if any appeared unwilling to part with their clothes, a dagger or stiletto was presented to their breast, and the unhappy Sufferer must either part with what he had, or with his life.

When it began to turn dark, we made shift to kindle a fire with some pieces of the Wreck, and having picked up a piece of sail-cloth, which the Moors did not think worth the carrying off, with it we made a small Tent, into which we crowded, and passed a most uncomfortable and tedious night, bewailing our own misfortunes, but more those of our Companions on Ship-board, who were exposed to the utmost danger, without having it in our power to give them the smallest assistance.

Next morning, the 30th, the weather still continuing squally, we perceived our Ship had suffered greatly during the night. About six we came to the Shore, to afford what assistance we could to such as should attempt swimming on Shore. It was now low water, and the People on board having finished a Raft, lowered it down, and fifteen got upon it; but it was soon overturned, and only three or four of the whole number were saved.

While it was low water, a good many attempted to swim ashore; many of whom perished, either by the waves, or upon the Rocks. However, one of those who had the good fortune to reach the Shore, brought along with him a small rope, which being made fast



to a larger one on board, we hauled that on Shore, and made one end of it fast to the Rocks, while the other was made fast on board. This happily proved the means of saving numbers, who, by warping upon the rope, got safe to Shore, though many in attempting it were washed off by the impetuous Surf, and perished.

About twelve o'clock the Flood returned, and with it so high a Surf, that the rope was of no farther use. We on Shore now, for the first time, thought of taking a little sustenance; and having picked up some of our drowned Turkies, we broiled them, and made a hearty breakfast with a refreshing draught of good water, which we found a little way up the Country. We had just finished our repast, when the Moors came down in great numbers, and forced us down to the Shore, to assist them in bringing iron-bound casks, or other materials that came ashore from the Wreck. In this we were employed till about three, when we took another repast, and then went to the Rocks, to look after our People on board the Ship, and to assist them in getting on Shore.

On coming down we found our Shipmates in a most deplorable condition. The high Surf had divided the Ship into three parts: the fore part was overset, with the keel uppermost; the middle part was driving every moment to pieces, and part of the poop, one piece of which, just as we got down, broke off, with thirty Men on it, only eight of whom got ashore, and these so much bruised on the Rocks, that we despaired of their recovery.

The after part of the poop, and a small part of the deck, was the only part now above water, on which our Captain and a hundred and thirty more remained, expecting every moment to be their last. And indeed scarce a wave passed without washing off some, few or none of whom came alive on Shore.

About four, the Tide, and with it the waves, began to fall; and as the rope still remained fast, we had hopes that this would be the means of saving many. We frequently beckoned to the Captain to take the rope, as we knew he could not swim: but he seemed resolved to stay to the last. However, about five we saw him venture down, along with an able Seaman, who endeavoured all he could to keep up his spirits, and assist him in warping. Happily he got so near, as to be able to lay hold of a small rope we threw to his assistance, at a time when, quite faint with fatigue and want of nourishment, he was no longer able to resist the violence of the waves, but had lost his hold of the great rope, and must unavoidably have perished. We got him on Shore, and after a little rest and refreshment, he was able to walk up to the

Tent. In his way up, the Moors would have stripped him, but our People plucked up courage, and opposed them; upon which they thought proper to desist.

After the Captain got on Shore, the rest of our People came very fast, many of whom got safe on Shore. When it began to turn dark, the Moors would not allow us to remain longer: but having sent to the Bashaw, he gave us liberty to return; which we did, with lighted torches, to show our unhappy Shipmates we still were at hand to assist them. And indeed it had the desired effect: for many, who otherwise would have remained on the Wreck, now took to the rope; most of them got on Shore, though several, from the intense darkness of the night, whom in daylight we easily could have assisted, fell off and perished within a yard or two of us; a circumstance perhaps as moving as any we had yet met with.

About nine at night, finding no more would come ashore, we retired to our Tent, and about one the Ship went all to pieces, and between thirty and forty Men, who still remained on board, were washed off and perished. This we learned from one Man, who happily was cast on Shore, after being two hours tossed about upon a piece of the quarter-galley. In the morning we found the Shore covered with the Wreck, and the Moors were very busy in picking up every thing that could be of any use to them. As for us, they would not allow us the smallest thing, except provisions, of which they allowed us to take as much as we pleased. This day we called a muster, and found the number saved amounted to 220 in all, having lost 130 Men, among whom was our First Lieutenant, the Captain of Marines, his Lieutenant, the Purser, Gunner, Carpenter, and several Midshipmen.

Next day, Dec. 2, we had some prospect of better treatment, having received a letter from one Mr. Butler, at Saffy, Factor to the Danish African Company, desiring to know what Countrymen we were; to which the Captain returned a very particular answer. By this Messenger we learned, that one of our Transports, and a Bomb Tender, had likewise been Shipwrecked about three leagues to the northward of us, and that most of the People had happily escaped.

By the interposition of Mr. Butler, we now received necessaries from Saffy; and on the 6th, one Mr. Andrews, an Irish Gentleman, came himself, and brought with him a Surgeon to dress our hurt People, several of whom were dreadfully bruised. He likewise supplied our Men with blankets, and some Moorish clothes, of which we stood in the greatest need.

On the 7th we had a message from the Emperor, with orders for the Country People to supply us with cattle, &c., which they accordingly did; but so miserable, and in such bad case, that we could scarcely use them. At the same time, the Emperor testified his pleasure, that all the timbers, &c., of our Ships should be carefully preserved for the use of his Ships of War.

We remained on the Coast till the 10th; when, by order of the Emperor, we set out for Morocco; but not by the straight road, having orders to meet the Emperor, who was then on his return from Sallee. About noon we joined the Crews of the other Shipwrecked Vessels, which made our number, including Officers, amount in all to 338. The Men were mounted on camels, and the Officers on horses. In this manner we travelled, according to the fashion of the Country, from Sun-rising to Sun-setting, without a halt; but this we did not look on as any great hardship, as our Men were pretty well recovered, and we had no want of liquor to refresh us, though we were often but ill served in provisions and other necessities.

On the 12th we got sight of the Emperor's Cavalcade; soon after which one of the grand Officers, a Relation of the Emperor, came up, and obliged Captain Barton to write a letter to the Governor of Gibraltar, to know whether His Britannic Majesty would settle a Peace with him, as the former one was some time expired. After this we continued our march, without any thing material happening, except now and then little disturbances from the Moors, whose thievish disposition obliged us to be much upon our guard, to protect the little we had left from being stolen from us.

On the 18th we entered the City of Morocco. The same day we had an audience of the Emperor, whom we found on horseback, surrounded by five hundred of his Guards, in the Court before his Palace, the usual place of giving audience. Very little passed on either side, only we understood from the Emperor, that as he was neither at Peace nor War with England, he would detain us till an Ambassador should arrive to settle affairs between the two Crowns; and having assigned us two houses to live in, we were dismissed.

The habitation assigned for us was sufficiently large, but so full of dirt and vermin, that it cost us several days' hard labour before we could make it tolerable. Here we lived pretty quietly, repairing our habitation, and making clothes for ourselves, till the 26th; when an order from the Emperor came for all our Men to turn out to work like other Slaves, which they were all obliged to do,

except the Officers, the Sick, and a few who were left to cook for the rest. Their work was carrying wood for buildings, and weeding in the Emperor's Garden, at which they continued from seven in the morning till four in the afternoon.

In justice, however, to the Emperor, we must acknowledge some pieces of civility that we received from him; the greatest of which was, the not obliging the Officers to work with the rest, a favour but very seldom granted. Our Captain received some particular marks of his favour, having been allowed to walk in the Palace-garden, and to ride out with any of the Emperor's Officers, when he pleased. He likewise received from one of the Emperor's Wives (whose Grandfather was an Englishman) a present of tea, &c.

In our march, two or three of our People died of the bruises which they had received in the Shipwreck; and on the 13th we lost Lieutenant Harrison, the commanding Officer of the Soldiers, who died suddenly in the Tent.

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The Crew of the *Litchfield*, and some other British Subjects, were subsequently ransomed for 170,000 hard dollars. The late Admiral (then Captain) Milbanke was the Ambassador who negotiated for their release.

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Narrative of Captain KENNEDY's losing his Vessel at Sea, and his Disresses afterwards, as communicated to his Owners.

WE sailed from Port Royal, in Jamaica, on the 21st day of December last, 1768, bound for Whitehaven; but the 23d day, having met with a hard Gale at north, we were obliged to lay to under a fore-sail for the space of ten hours, which occasioned the Vessel to make more water than she could free with both Pumps. Under this situation we set sail, in hopes of being able to make the Island of Jamaica again, which from our reckoning we judged lay about ten leagues to the eastward. But in less than an hour's time the water overflowed the lower deck, and we could scarcely get into the Yawl (being thirteen in number) before the Vessel sunk; having with much difficulty been able to take out only a keg containing about sixteen pounds of biscuit, ten pounds of cheese, and two bottles of wine; with which small pittance we endeavoured to make the Land. But the Wind continuing to blow hard from the north, and the Sea running high, we were obliged, after an unsuccessful attempt of three days, to bear away for Honduras, as

the Wind seemed to favour us for that course, and it being the only visible means we had of preserving our lives. On the seventh day we made Swan's Island; but being destitute of a quadrant, and other needful helps, we were uncertain what Land it was. However, we went on Shore, under the flattering hopes of finding some refreshments; but, to our unspeakable regret, and heavy disappointment, we only found a few quarts of brackish water in the hollow of a Rock, and a few wilks (periwinkles). Notwithstanding there was no human or visible prospect of finding water, or any other of the necessaries of life, it was with the utmost reluctance the People quitted the Island; but being at length prevailed upon, with much difficulty, and through persuasive means, we embarked in the evening, with only six quarts of water, for the Bay of Honduras. Between the seventh and fourteenth days of our being in the Boat, we were most miraculously supported, and at a time when nature was almost exhausted, having nothing to eat or drink. Yet the Almighty Author of our being furnished us with supplies, which, when seriously considered, not only served to display his beneficence, but fill the mind with admiration and wonder. Well may we cry out, with the Royal Wise Man—"Lord, what is Man, that thou art mindful of him; or the Son of Man, that thou visitest him?"

In the evening the wild Sea-fowls hovered over our heads, and lighted on our hands when held up to receive them. Of these our People ate the flesh and drank the blood, declaring it to be as palatable as new milk. I ate twice of the flesh, and thought it very good.

It may appear very remarkable, that though I neither tasted food nor drink for eight days, I did not feel the sensations of hunger or thirst; but on the fourteenth, in the evening, my drought often required me to gargle my mouth with salt water; and on the fifteenth it increased; when, happily for us, we made Land, which proved to be an Island called Ambugris, lying at a small distance from the main Land, and about fourteen leagues to the northward of St. George's Quay, (where the White People reside), in the Bay of Honduras; though the want of a quadrant and other necessaries left us still in suspense. We slept four nights on this Island, and every evening picked up wilks and conchs for next day's provision, embarking every morning, and towing along the Shore to the southward. On the first evening of our arrival here we found a lake of fresh water, by which we lay all night, and near it buried one of our People.

On walking along the Shore we found a few cocoa-nuts, which were full of milk. The substance of the nuts we ate with the wilks, instead of bread, thinking it a delicious repast, although eaten raw, having no implements whereby to kindle a fire. From the great support received from this shell-fish, I shall ever revere the name.

On the third day after our arrival at this Island, we buried another of our People, which, with four who died on the Passage, made six who perished though hunger and fatigue.

On the fifth day after our arrival at Ambugris, we happily discovered a small Vessel at some distance, under sail, which we made for. In the evening got on board her; and in a few hours (being the tenth of January) we arrived at St. George's Quay in a very languid state.

I cannot conclude without making mention of the great advantage I received from soaking my clothes twice a day in salt water, and putting them on without wringing.

It was a considerable time before I could make the People comply with this measure; though, from seeing the good effects it produced, they afterwards of their own accord practised it twice a day. To this discovery I may with justice impute the preservation of my own life, and that of six other Persons, who must have perished but for its being put in use*.

The hint was first communicated to me from the perusal of a Treatise written by Dr. Lind, and which I think ought to be commonly understood and recommended to all Seafaring People.

There is one very remarkable circumstance, and worthy of notice, which is, that we daily made the same quantity of urine as if we had drank moderately of any liquid; which must be owing to a body of water being absorbed through the pores of the skin. The saline particles remaining in our clothing became incrustated by the heat of our bodies and that of the Sun, which cut and wounded our posteriors, and from the intense pain, rendered sitting very disagreeable. But we found, upon washing out the saline particles, and frequently wetting our clothes without wringing (which we practised twice a day), the skin became well in a short time: and so very great advantage did we derive from this practice, that the violent drought went off: the parched tongue was cured in a

* This expedient has been many times resorted to, and has uniformly proved efficacious. The knowledge of so beneficial a circumstance cannot be too widely diffused.—EDITOR.

few minutes after bathing and washing our clothes; at the same time we found ourselves as much refreshed as if we had received some actual nourishment.

PLATE CLXXXVII.

ST. PETERSBURG.

THE City of St. Petersburg, in latitude $59^{\circ} 56'$ north, and longitude $30^{\circ} 25'$ east from the meridian of Greenwich, was founded in the year 1703 by Peter the Great, at the eastern extremity of the Gulf of Finland, where the River Neva, gliding through a Morass by various Channels, discharges its waters into that Estuary: upon the southern Shore of the River, which is here nearly as wide as the Thames at Westminster, Peter laid the foundation of his intended Northern Capital, by the erection of a number of wooden Huts.

On an Island near the North Bank of the Neva, and nearly opposite the Winter Palace, is situated the Fortress, begun likewise by Peter; its form is that of an oblong Square, with five bastions faced with brick, communicating with the North Shore by means of a draw-bridge, the head of which is strongly secured by a crown-work, with a deep and broad wet ditch.

It is supposed that the construction of this Fortress cost the Founder the lives of 50,000 of his Subjects, exclusive of a great number of Swedish Prisoners, who fell Victims to famine, severe labour, and the unwholesomeness of the spot. Within the Ramparts are constructed the Arsenal, and Church of Sts. Peter and Paul. In the latter are deposited the Remains of all the Russian Sovereigns, from Alexis Michaeloff, the Father of Peter the Great, to Peter the IIIrd, with several Relatives of the Imperial Family; particularly the unfortunate Czarewitz Alexis.

The Walls of this Church are entirely covered with Martial Trophies; such as Standards and Horse-tails, the Spoils of the Turks and Tartars; with various Colours taken from the Swedes on the fatal day of Pultawa.

In the Arsenal are seen several ancient Cannon, which, like those in the Tower of London, are formed by a certain number of iron bars strongly hooped together. It is likewise well stored with iron and brass Ordnance, and a great number of Firelocks, kept in excellent order.

This Citadel also contains the Imperial Mint; near which, under

1. *What is the purpose of the study?*
 2. *What are the research questions?*
 3. *What is the significance of the study?*
 4. *What are the limitations of the study?*
 5. *What are the conclusions of the study?*

the 1990s, the number of people in the world who are illiterate has increased from 1.2 billion to 1.5 billion. The number of illiterate people in the world is projected to reach 1.7 billion by the year 2015. The number of illiterate people in the world is projected to reach 1.7 billion by the year 2015.

the 1990s, the number of people in the world who are under 15 years of age is expected to increase from 1.1 billion to 1.5 billion. The number of people aged 65 and over is expected to increase from 200 million to 400 million. The number of people aged 15 and over is expected to increase from 3.5 billion to 4.5 billion. The number of people aged 15 and over is expected to increase from 3.5 billion to 4.5 billion. The number of people aged 15 and over is expected to increase from 3.5 billion to 4.5 billion.

Journal of Management Education 30(6)p. 789-804
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the 1990s, the number of people in the world who are illiterate has increased from 750 million to 850 million. The number of illiterate people in the world is expected to increase to 900 million by the year 2015. The number of illiterate people in the world is expected to increase to 950 million by the year 2020. The number of illiterate people in the world is expected to increase to 1 billion by the year 2025. The number of illiterate people in the world is expected to increase to 1.1 billion by the year 2030. The number of illiterate people in the world is expected to increase to 1.2 billion by the year 2035. The number of illiterate people in the world is expected to increase to 1.3 billion by the year 2040. The number of illiterate people in the world is expected to increase to 1.4 billion by the year 2045. The number of illiterate people in the world is expected to increase to 1.5 billion by the year 2050. The number of illiterate people in the world is expected to increase to 1.6 billion by the year 2055. The number of illiterate people in the world is expected to increase to 1.7 billion by the year 2060. The number of illiterate people in the world is expected to increase to 1.8 billion by the year 2065. The number of illiterate people in the world is expected to increase to 1.9 billion by the year 2070. The number of illiterate people in the world is expected to increase to 2 billion by the year 2075. The number of illiterate people in the world is expected to increase to 2.1 billion by the year 2080. The number of illiterate people in the world is expected to increase to 2.2 billion by the year 2085. The number of illiterate people in the world is expected to increase to 2.3 billion by the year 2090. The number of illiterate people in the world is expected to increase to 2.4 billion by the year 2095. The number of illiterate people in the world is expected to increase to 2.5 billion by the year 2100.

the first two years after the onset of symptoms, the mean age at onset was 60.7 years (range 48–79 years). The mean duration of illness before referral was 1.5 years (range 0.5–3 years).

The most common presenting symptom was painless haematuria (Table 1), which was present in 10 patients (50%). Painless haematuria was associated with urinary frequency in 5 patients, urgency in 3 patients, nocturia in 2 patients, and gross haematuria in 1 patient. In addition, there were 2 cases of isolated gross haematuria.

There were no other urinary symptoms or signs. There were no systemic symptoms or signs. The physical examination was normal in all patients.

All patients had microscopic haematuria on urinalysis. The mean number of red blood cells per field was 12.5 (range 5–20). There were no white blood cells or casts seen on microscopy. The sedimentation rate was normal in all patients.

The results of the renal function tests are shown in Table 2. The mean serum creatinine level was 1.2 mg/dL (range 1.0–1.4 mg/dL). The mean estimated glomerular filtration rate (eGFR) was 60 mL/min/1.73 m² (range 45–75 mL/min/1.73 m²). The mean blood pressure was 120/80 mmHg (range 110/70–130/85 mmHg).

The results of the imaging studies are shown in Table 3. The mean size of the tumours was 2.5 cm (range 1.5–3.5 cm). The mean depth of invasion was 1.5 cm (range 0.5–2.5 cm). The mean stage of the tumours was T1a (range T1a–T2a).

The results of the histological studies are shown in Table 4. The mean grade of the tumours was G1 (range G1–G2). The mean percentage of tumour cells was 10% (range 5–20%).

The results of the follow-up studies are shown in Table 5. The mean time to recurrence was 1.5 years (range 0.5–3 years). The mean time to progression was 2.5 years (range 1.5–3.5 years). The mean time to death was 3.5 years (range 2.5–4.5 years).

The overall survival rate was 80% at 5 years. The overall recurrence rate was 20% at 5 years. The overall progression rate was 10% at 5 years. The overall death rate was 5% at 5 years.

In conclusion, this study shows that the clinical presentation of bladder cancer can be variable. Painless haematuria is the most common presenting symptom, but it can also be associated with urinary frequency, urgency, nocturia, and gross haematuria. The physical examination is usually normal. The laboratory findings include microscopic haematuria, normal sedimentation rate, and normal renal function tests. The imaging studies show a small, well-defined mass in the bladder wall. The histological studies show a low-grade, papillary urothelial carcinoma. The follow-up studies show a good prognosis with a 5-year survival rate of 80%.

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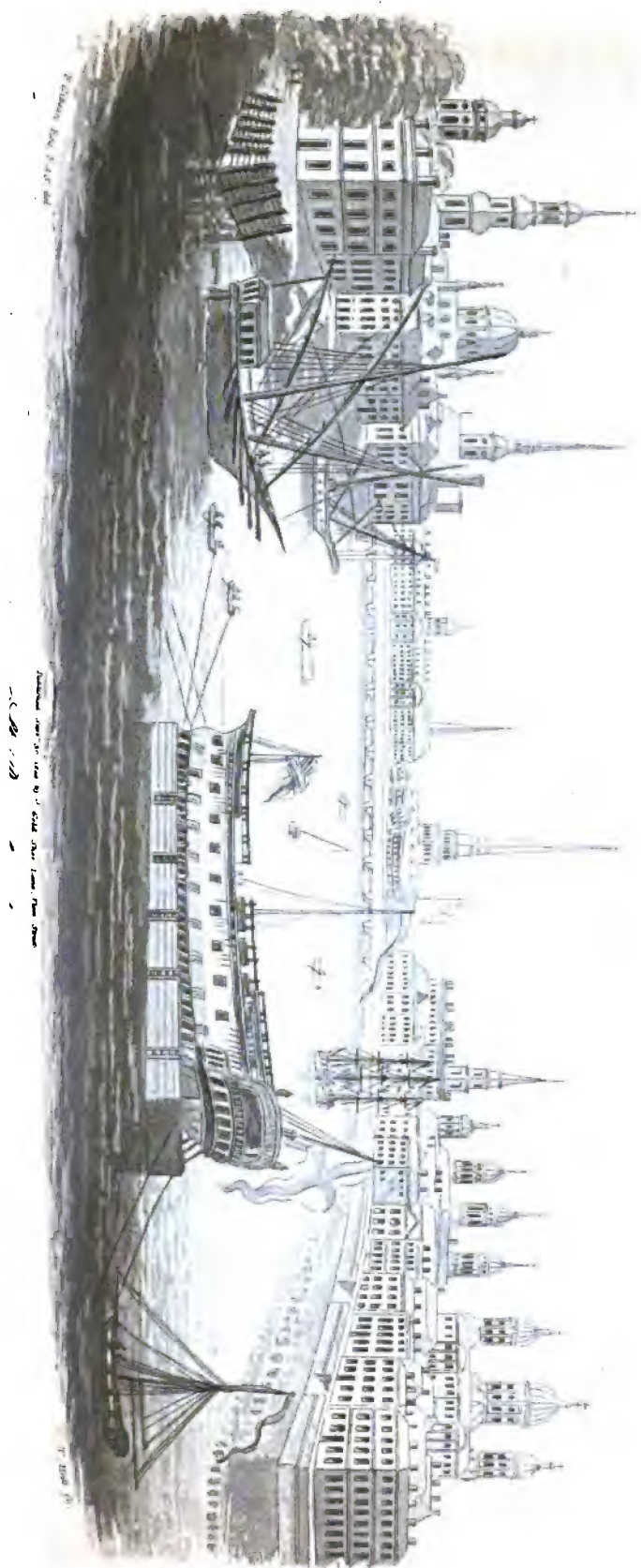
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the 1990s, the number of people in the world who are under 15 years of age is expected to increase from 1.1 billion to 1.5 billion. The number of people aged 65 and over is expected to increase from 250 million to 450 million. The number of people aged 15 and over is expected to increase from 3.5 billion to 4.5 billion. The number of people aged 15 and over is expected to increase from 3.5 billion to 4.5 billion. The number of people aged 15 and over is expected to increase from 3.5 billion to 4.5 billion.

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It is not clear whether the above results are due to the fact that the β -phase is more stable than the α -phase in the $\text{Fe}-\text{Fe}_3\text{C}$ system, or to the fact that the β -phase is more stable than the α -phase in the $\text{Fe}-\text{Fe}_3\text{C}$ system. The results of the present study suggest that the β -phase is more stable than the α -phase in the $\text{Fe}-\text{Fe}_3\text{C}$ system.

1. *Chlorophyll *a** and *Chlorophyll *b** were determined by the method of Arar and Collins (1971).

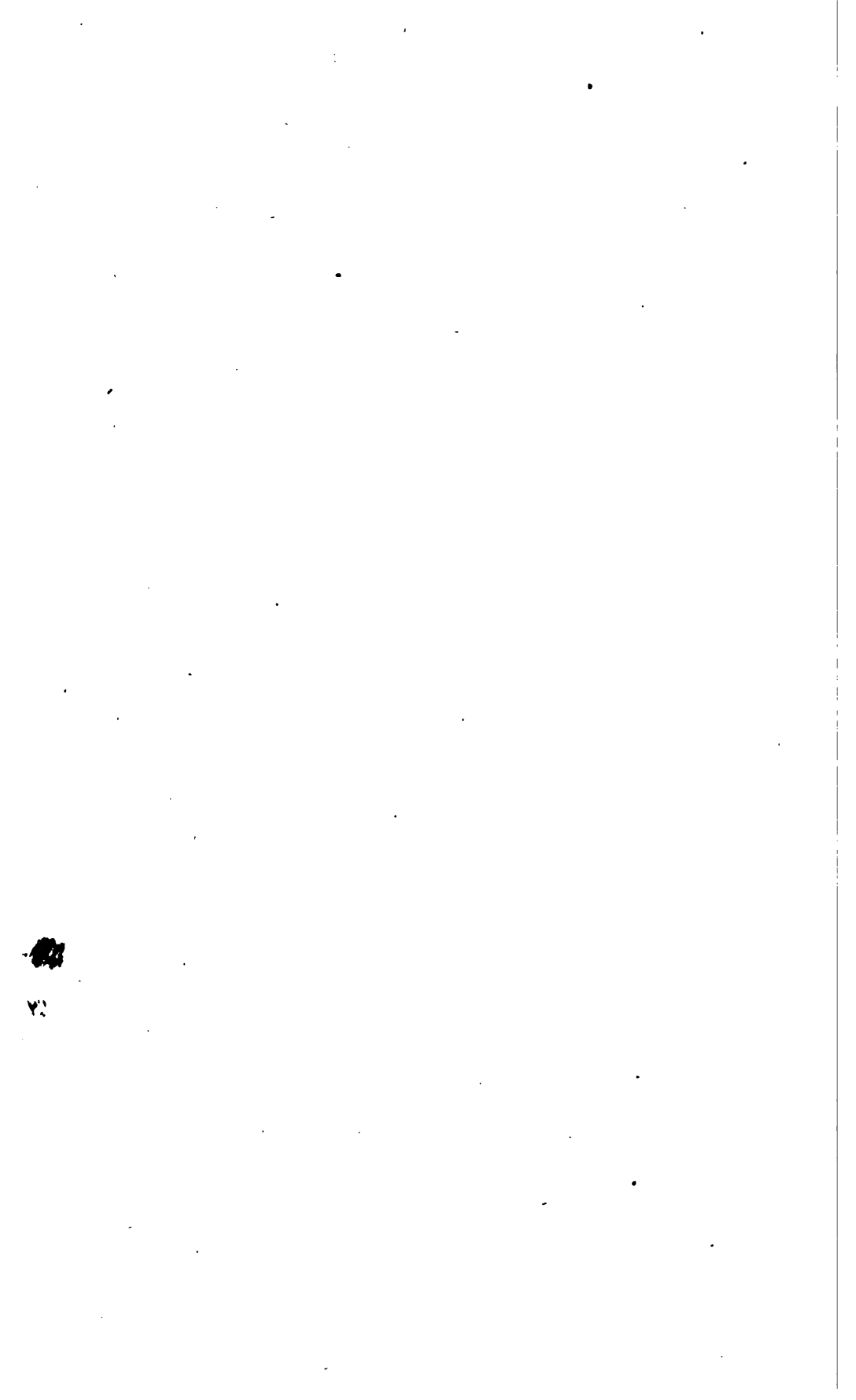


P. Schmitt del. & sculp.

View of the harbor of the city of Hamburg from the water

1818

T. 1818



cover, is kept the *little Grandsire*, a small Boat, being the first in which the Czar Peter ventured upon the water.

St. Petersburg is composed of various divisions; the principal of which, on the south Bank of the Neva, is called the Admiralty Quarter; others on several Islands formed by its various Branches; the whole enclosed by a Rampart about fourteen English Miles in circumference. Those Divisions are joined by Bridges of Pontoons, which are obliged to be removed in the early part of the Winter Season, before the ice begins to accumulate in the River; but intercourse between the several parts is soon renewed by means of the fixed ice, which, during Winter, is covered with sledges and carriages of all descriptions. It is likewise much enlivened by a constant market of frozen Venison, Bear Hams, and Game of all kinds, brought from a great distance.

From its low and marshy situation, St. Petersburg is liable to frequent inundations, particularly in the month of September, 1777, when, in consequence of the pouring down of the inland Floods, and the rise of the waters in the Gulf of Finland, occasioned by a heavy Gale from the west, the whole City was threatened with destruction; the Neva rising near eleven feet above its usual level; Torrents rushing through various streets to the depth of $4\frac{1}{2}$ feet, carrying away by their rapidity several Buildings and Bridges.

The Admiralty Quarter commences on the west, by an elegant range of Buildings, with Balconies, called the English Line, extending near a mile parallel with the River; bordered by a noble Quay and Parapet of Granite: this Line, with few exceptions, is inhabited by the English Merchants, who live in a style of great elegance and hospitality.

At the eastern extremity of this Line, in a large open space, is placed the celebrated Equestrian Statue, in bronze, of Peter the Great; it is of colossal size: the Monarch dressed in an Asiatic Robe, girt round his waist with a sash, is seated on a bearskin; with his left hand he holds the bridle, his right arm is extended, in rather a stiff position, towards the Citadel; the inflexible severity which marked his character is strongly expressed in his countenance.

The Horse, formed with admirable spirit, appears ascending a precipice at full gallop: of course, the fore feet and body are entirely detached from the Pedestal, to which it is artfully secured by the flowing tail touching the ground, but invisibly bolted into the Rock, to which it is further secured by its hind feet, crushing

a serpent, in like manner being secured to the Rock, which is an enormous rude mass of coarse Granite, of the weight of 1200 tons, brought from a Morass five miles from St. Petersburg, on a road formed by broad bars of iron, on which the Rock rolling on large cannon balls, was gently moved by means of capsterns (50 Men working upon it during the whole time) to the Shore of the Neva, across which it was conveyed by means of a Vessel constructed for that purpose: the entire height of the Statue and Pedestal is 45 feet from the ground. On the opposite side of this place stands the octangular Church of St. Isaac; it was carried to a considerable height with marble, but its foundation not being judged sufficient, it was finished by the late Emperor Paul with stuccoed brick.

Occupying a considerable space of ground on the Bank of the River is situated the Admiralty, founded by Peter the Great. It is surrounded by a Rampart of Earth, and contains an Arsenal, Magazines, with Docks capable of receiving five capital Vessels, and an equal number of Frigates; but it is impossible to give an accurate description, as no stranger is permitted to enter it.

The Winter Palace stands a little above the Admiralty. It is an enormous pile, with four fronts of different styles of architecture; that towards the River being the most elegant. A large Building, called the Hermitage, is connected with the Palace by means of a covered Gallery on Arches. In this Building the late Empress always entertained her select Parties.

Eastward from this is seen the Marble Palace, in which the late unfortunate King of Poland was permitted to end his days.

Above, on the Banks of the River, are formed the Summer Gardens, laid out in the Dutch style, and furnished with an amazing number of Statues and Busts, many of them exquisite antiques.

The noble iron gates of those Gardens, towards the River, stand constantly open during the day. From the Admiralty Quarter, a long Bridge of Pontoons conducts us to the Island of Wasili Osteroff, or William's Island, a great part of which is laid out in a very regular manner, but the rest an entire waste. In this Quarter stands the Observatory, with a lofty octangular Tower, well furnished with astronomical instruments, made by Dollond and Ramsden of London. This Building contains, amongst other curiosities, a Globe, eleven feet in diameter, on the convex of which is represented the Geography of the terrestrial Sphere, according to the latest discoveries. The concave, into the centre of which a Person may be admitted, is painted a light azure, the con-

stellations of a deeper colour; and the stars, formed according to their different magnitudes, of bright studs of silver. Near the Observatory is placed the model of a wooden Bridge, of one arch, proposed to be thrown over the River Neva. The thought originated with an illiterate Russian Boor; as with such low Shores as the Neva, the ascent and descent would not only be inconvenient, but dangerous. This Bridge is contrived that the road across the River is made to hang by strong beams of timber from the crown of the arch, and is carried on in an horizontal line not 16 feet from the surface of the water. The width of the arch, exclusive of the abutments, would be 980 feet, and from the summit of the crown 168 feet to the surface of the River, but I very much doubt the practicability of carrying it into execution.

The Ships of War, even First Rates, built at Petersburg, are brought over a long and narrow Bar, where is seldom more than nine feet water, by means of machines called Kammels. After being launched, the Vessel is placed in one of those machines, whose bottoms are flat, and, by means of numerous pumps, worked by as many Men as can stand together: the Kammel with its charge gradually rises so as to draw less water than is upon the Bar; in conveying them over which the greatest caution is used; four cables being kept at a great degree of tension a-head, and as many a-stern; so that they being slacked and drawn in gradually, the movement is slow but certain; yet this operation sometimes extends to near a week before the Vessels arrive in deep water, when the Kammel is sunk, and the Ship draws her proper draught. St. Petersburg is supposed to contain 130,000 Souls.

N. B. The Range of Buildings on the right is the English Line; beyond those Buildings, where are seen a very tall Spire, and anchor Flag flying, the Admiralty; at the extremity is situated the Winter Palace; a little below which is seen the Bridge of Pontoons.

The Buildings in shadow on the left are upon the Island Wasili Osteroff, or William's Island; off which are seen several of the Imperial Gallies.

A 74 gun Ship is placed in the Fore-ground, in the machine called a Kammel, bearing down (stern foremost, as they generally do) towards the Bar.

In the Foreground, beyond the English Line on the right, are seen the Domes of the Cathedral, and those of a similar Church beyond it; and a little farther, the upper part of the Marble Palace, built for Potemkin, and where the last King of Poland died.

F. G.

Naval Reform.

**FIFTH REPORT OF THE COMMISSIONERS
OF NAVAL INQUIRY.**

[Continued from page 148.]

WE shall, lastly, proceed to speak of the Receipt of the Wages of Men dying on board Ships in the West India Trade, directed to be paid to the Receiver of the Sixpenny Duty by an Act of the 37th year of the Reign of His present Majesty, entitled, "An Act for preventing the Desertion of Seamen from British Merchant Ships Trading to His Majesty's Colonies and Plantations in the West Indies;" and by which a Duty has been imposed on the Sixpenny Office totally foreign to its original Institution; namely, that of the Receipt of the Wages of all Seamen dying on the Voyage from any Port of Great Britain to and from any of the Colonies or Plantations in the West Indies, for the use of their Executors or Administrators; but if not claimed by them within three years, are forfeited, and directed to be paid to the use of the Merchant Seamen's Hospitals, or, where none, to the Magistrates of the County, to be by them distributed among the old and disabled Seamen of the Port to which the Ship may belong.

The Act imposing this duty on the Sixpenny Office having made no provision for defraying the expenses of the Collection, a correspondence took place between the Commissioners of the Sixpenny Office and the Lords of the Admiralty on the subject*, by whom

* *Receivers' Office to Greenwich Hospital, on Tower Hill,
the 20th December, 1797.*

SIR,

We beg you will be pleased to acquaint the Right Honourable the Lords Commissioners of the Admiralty, that by the 7th and 8th Clauses of an Act of Parliament (which is herewith enclosed) passed last Session, entitled "An Act for preventing the desertion of Seamen from British Merchant Ships trading to His Majesty's Colonies and Plantations in the West Indies," a considerable branch of duty is attached to this Office, independent of and unconnected with the Royal Hospital at Greenwich, the execution whereof will be attended with many inconveniences, and greatly interrupt the established mode and business of this Office. For their Lordships more particular information, we beg leave to observe, that to accomplish a due performance of the 8th Clause of the Act, it will be necessary, after a limited time, to enter upon a correspondence, and open Accounts, not only with the Magistrates of the County of Middlesex, but with the Magistrates of most of the principal Sea Port Towns in Great Britain, for the purpose of fulfilling the obligations expressed in the said Act, especially as from the best information we have been able to obtain, it does not appear that Hon-

they were authorized to make the same allowances to the Deputy Receivers at the Out-Ports for the collection of this Money, as for

pitals for the reception of decayed Seamen are established either at London or at any of the Out-Ports of Great Britain, the Ports of Whitby, Liverpool, and Scarborough, excepted, the Revenue raised for their support being generally distributed in small monthly allowances, at the discretion of the Persons having the management of the Merchant Seamen's Fund, as alluded to in the 9th Clause of the said Act, and grounded on the Act of the 20th of George the Second.

That it is reasonable to suppose, after a suitable time allowed for the operation of the said Act, the applications from the Executors and Administrators of Seamen who may happen to die on their respective Voyages to and from the West Indies, will become numerous and intricate; that great care and circumspection will be required to adjust their several demands, and to guard against frauds and impositions, particularly at the Port of London, to which place by far the greatest part of the Ships employed in the West India Trade belong.

That as the Receiver of the Greenwich Hospital Duty at every Sea Port in Great Britain where a Custom-House is established, will become responsible equally with the Receiver at the Port of London, for the Monies he may from time to time receive, we apprehend it will be proper for us to furnish each Receiver with the Act of Parliament in which he is so much concerned, accompanied with suitable directions for his conduct respecting it, several of whom have already applied for instructions relative thereto.

That as we conceive the amount of the Revenue arising from this Act will materially depend upon the authenticity and correctness of the Accounts ordered by the 5th Clause of the Act to be delivered to the Collector or Comptroller of the Port which such Ship employed in the West India Trade shall return to in Great Britain, we consider it as highly important that the said Account, or a Copy thereof, should be delivered into this Office as well as to the Deputy Receivers at the Out-Ports, in order that the Money which shall appear remaining due to deceased Seamen may be ascertained and controlled by the Office appointed to receive it, within the time limited by the Act aforesaid.

That as the Royal Hospital at Greenwich is not in any respect to be benefited in its Revenue by virtue of the said Act, (the 9th Clause excepted), we conceive it will be necessary to open separate Accounts and Books for the due entry and appropriation of the Monies received, for the several purposes therein mentioned; and in consequence thereof, the expense attending the same, particularly for stationary wares, printing, stamps, postage, allowances to Clerks for extra attendance and trouble, with other contingencies incident thereto, which may hereafter accrue, ought to be provided for, and which the Act now under consideration, so far as respects this Office, does in no part authorize or allow.

We therefore think it incumbent on us to offer these observations to their Lordships' considerations, and beg leave to suggest to their Lordships the propriety of causing the said Act or such part thereof as relates to this Office, to be revised and amended during the present Session; and either such alterations made therein as may tend to exonerate this Department from the obligation of a duty foreign to the original Establishment of it, by affixing it on the Person appointed by the Act of the 20th of George the Second to receive the Merchant

the Sixpenny Duty, to be defrayed out of the Greenwich Hospital Revenue.

Seamen's Fund, and to which this Duty is a proper Appendage; or that such power and authority may be vested in us, under their Lordships' sanction, as may enable us to carry the said Act into execution in a manner consonant to the design and intentions of it.

We only beg leave to add, that the Penalties payable to Greenwich Hospital, prescribed by the 9th Clause of the Act, will be attended to by us, and the amount thereof accounted for in the Books of this Office in the usual manner.

We are, Sir,

Your most obedient and most humble Servants,

JOHN RASHLEIGH,
JOHN CLEVELAND,
JOHN BEVERLEY.

To Evan Nepean, Esq.,
Secretary to the Admiralty.

GENTLEMEN,

Admiralty Office, 9th January, 1798.

Having laid before my Lords Commissioners of the Admiralty your letter to me of the 20th of last month, relative to the additional Duty imposed upon your Office by the Act passed during the last Sessions of Parliament, for preventing the desertion of Seamen from British Merchant Ships, I am commanded by their Lordships to desire you will let me know the extent of the assistance which will be requisite to enable you to execute the provisions of the Act in question.

I am, Gentlemen,

Your very humble Servant,

To the Commissioners
of the Sixpenny Office, Tower Hill.

EVAN NEPEAN.

Receivers' Office for Greenwich Hospital, Tower Hill,
19th January, 1798.

SIR,

We have received your letter of the 9th instant, acquainting us of your having laid before the Lords Commissioners of the Admiralty our letter of the 20th December last, relative to the additional Duty imposed on this Office by the Act passed during the last Session of Parliament, for preventing the desertion of Seamen from British Merchant Ships; and that you were commanded by their Lordships to desire we would let you know the extent of the assistance which will be required to enable us to execute the provisions of the Act in question.

We confess a diffidence in offering our opinion on an Act of Parliament, novel in itself, precarious in its operation, and dependent upon many accidental and unforeseen circumstances: we have, however, already taken the liberty, in our letter of the 20th December last, of stating the difficulties which will probably attend the execution of it, the variety of correspondence necessary to be entered into, and the frauds and impositions likely to be practised on the Office by sundry classes of People. These considerations induced us to urge the necessity of revising the said Act, in order to relieve this Department from a Duty foreign to the original Establishment of it, at the same time recommending it to their Lordships to affix this Branch of Business on those Persons appointed to receive the

The Commissioners of the Sixpenny Office, very soon after the passing of the Act in 1797, reduced the Rate of Commission to five per cent., at the Ports of Liverpool and Bristol, owing to the great amount of their Receipts; but at the other Ports it continues at twelve and a half per cent., except at the Port of London, where no Commission is charged.

The Commission on the Receipt of the Wages of deceased Seamen is deducted by the Deputy Receivers out of the Monies payable to Greenwich Hospital.

Merchant Seamen's Fund, to which we conceive this Duty a proper Appendage; but as their Lordships have thought proper, by your letter, to require an answer from us only with respect to the extent of the assistance required to enable us to execute the Provisions of the said Act, we beg leave to inform you, that the Clerks belonging to this Office have attended the Board, and offered to undertake immediately, under our inspection, the management of the Duty required by the said Act; and, in order to prevent any inconveniences arising from the clashing of the two Branches of Business with each other, have agreed to appropriate certain hours, as may hereafter be found necessary, after the close of the usual Business, for the execution thereof; we therefore request you will acquaint their Lordships, that we approve their proposition, being persuaded that every attention will be paid by them to this additional part of Duty: we also beg leave to add, that in reward for their extra attendance, we conceive an allowance of £.50 per annum, to be divided amongst them, will be only a moderate recompence for their trouble. We recommend this measure to be adopted for three or four years only; at the expiration of which time, we shall be enabled to determine on the nature and extent of the Duty required, what alterations may be necessary to be made, and whether this allowance to the Clerks be a sufficient compensation for their extra labour and attendance.

We lament our inability to furnish you with an estimate of the expense likely to be incurred for stationary ware, printing, stamps, postage, and other incidental charges; but request you will acquaint their Lordships, that the utmost economy shall be used in the expenditure of every Article, and all unnecessary expenses carefully avoided.

The Receivers of the Greenwich Hospital Duty at the Out-Ports still continue to repeat their applications to this Office, for our directions to them in what manner they are to govern themselves respecting the Act of Parliament now in question: we have hitherto waved giving any decisive answer to their several questions, and shall continue so to do till we receive authority from their Lordships; but we conceive it necessary that the said Receivers should be put equally under the direction of this Office, with respect to the receipt of Money due to deceased Seamen, as they now are touching the receipt of the Greenwich Hospital Duty, with the usual allowance of two shillings and sixpence in the pound commission on the same; the amount of which allowances, together with all other charges, we are humbly of opinion, must be deducted out of the Greenwich Hospital Revenue, being the only permanent Fund in our hands to answer the same, particularly as the whole of the money to be received by virtue of the Act in question, is, by the Tenor of the Act, appropriated to certain purposes therein

The following is an Account of the Gross Sums collected since the passing of the Act; the Sums paid to the Representatives; the charge of Collection; and the Amount distributed to the Merchant Seamen's Hospitals.

YEAR.	Gross Sum Received.	Sum paid to Executors and Administrators.	Sum deducted by Receivers at the Out-Ports from the Sixpenny Duty, on Account of Commission on Receipt, and other Expenses.	SUM distributed to Merchant Seamen's Hospitals.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1798	3,964 8 2½	3,198 12 8½	159 11 8	612 3 10
1799	10,016 18 2	7,888 13 9	391 9 1	1,736 15 4
1800	13,771 13 5½	*11,064 14 8	560 11 0	—
1801	13,347 4 5½	*11,366 7 10½	435 15 11½	—
1802	13,232 3 2	*11,317 10 10½	440 13 0½	—

Notes.—The Sums marked * were paid to the Executors and Administrators in the year in which they were received. As Payments are making daily, the exact Balance cannot be ascertained until final distribution.

expressed: we therefore pray you to lay this statement before their Lordships, and that you will move their Lordships to grant us an order, to authorize us to deduct the amount of the expenses attending this additional Branch of Duty from the Receipts of the Hospital Money in our hands, and to take credit for the same in the Books of this Office accordingly.

We are, Sir,

Your most obedient Servants,

JOHN RASHLEIGH.

JOHN CLEVELAND.

JOHN BEVERLEY.

To Evan Nepean, Esq.,
Secretary to the Admiralty.

GENTLEMEN,

Admiralty Office; 2d February, 1798.

Having laid before my Lords Commissioners of the Admiralty your letter to me of the 19th of last month, stating the assistance which will be required to enable you to execute the provisions of the Act lately passed for preventing the Desertion of Seamen from British Merchant Ships, I am commanded by their Lordships to acquaint you, that they are pleased to authorize you to cause an increase to be made to the salaries and allowances to the Clerks and Agents belonging to your Office, in the manner and to the amount mentioned in your letter, and to deduct the said additional expenses from the Receipts of the Hospital Money in your hands, and to take credit for the same in your Books in the manner you have proposed.

I am, Gentlemen,

Your very humble Servant,

To the Commissioners
of the Sixpenny Office, Tower Hill.

EVAN NEPEAN,

At the expiration of three years, when the unclaimed Wages become forfeited, the Receiver of the Sixpenny Duty has, previous to making distribution to the Merchant Seamen's Hospitals, deducted the Sum advanced out of the Greenwich Hospital Revenue for defraying the expense of the collection of the year for which the distribution is to be made; and although he has had no authority whatever for so doing, yet we cannot disapprove of the measure, as there was no other mode of repaying the Monies advanced, and as we conceive it never could have been the intention of the Legislature, that Greenwich Hospital should have been at the expense of collecting the Revenue of the Merchant Seamen's Hospitals.

The Sums which have been deducted from the Sixpenny Duty, on account of the Commission on Dead Men's Wages to the 31st December 1802, have amounted to one thousand nine hundred and eighty-eight pounds and nine-pence, of which five hundred and fifty-one pounds and nine-pence have been repaid in the manner before stated, leaving a balance of one thousand four hundred and thirty-seven pounds due to Greenwich Hospital, being the amount of three years' Commission, which the Hospital must always be in advance, according to the system that has been adopted.

There can be no sufficient reason why Greenwich Hospital should advance money, or be at any expense in collecting the Wages of Men dying in the West India Trade, as it derives no advantage from it whatever; we therefore recommend that the Receiver of the Sixpenny Duty be authorized and directed to deduct the Sums that have been advanced from the first Monies that become payable to the Merchant Seamen's Hospitals; and, after Greenwich Hospital shall be repaid, that the Commission, and other necessary expenses, on the receipt of Dead Men's Wages in the preceding year, be deducted out of the Monies payable in the beginning of the year ensuing to the Merchant Seamen's Hospitals.

We also recommend that the Receiver of the Sixpenny Duty be authorized to deduct a Commission of two and a half per cent. upon the Receipt of Dead Men's Wages in the Port of London, which will amount to about one hundred pounds a year; such Commission to be paid to Greenwich Hospital, to indemnify it for the expense of a Clerk, the greatest part of whose time must necessarily be occupied in transacting this Business.

No notice whatever has been taken in the Accounts furnished by the Receiver of the Sixpenny Duty to Greenwich Hospital, of the Sums which have been deducted from its Revenue on account

of the Commission on Dead Men's Wages, nor of the mode or time of its repayment; it has, as before stated, been deducted from the amount of the Sixpenny Duty, and, when repaid at the end of three years, it has been carried to the Account of Greenwich Hospital under the Head of "Sixpenny Duty received in the Port of London." Although we believe that no improper motive has led to the keeping this transaction from the knowledge of the Directors of the Hospital, yet we hold it to be our duty to express our disapprobation of this mode of stating the accounts of the Sixpenny Office.

The Sum of one hundred and nine pounds seventeen shillings and ten-pence has been collected, and remains in the hands of the Representative of the late Receiver of the Sixpenny Duty, on account of the Wages of Men dying on board Ships in the West India Trade, belonging to Ports in America and the West Indies. As the Act directs that the Wages which shall be unclaimed at the end of three years shall be paid to the Merchant Seamen's Hospitals of the Port where the Ship belongs, or, where none, to the Magistrates of the County, to be distributed amongst the old and disabled Seamen of the Port, it does not appear to us to have been the intention of the Legislature, that such Money should have been collected; but, if it should remain unclaimed, we think it ought to be appropriated to repay Greenwich Hospital the Monies that have been advanced on account of the Commission on Dead Men's Wages.

The Act directs, that the Accounts of the Wages of Men dying during the Voyage shall be delivered by the Masters, upon oath, within ten days from the Ship's arrival, to the Collector or Comptroller of the Customs, and that the amount shall be paid within three months to the Receiver of the Sixpenny Duty, who has no authority to require a second affidavit from the Master.

We are therefore of opinion, that the Collector or Comptroller's Clerk in the Port of London should transmit twice a week to the Sixpenny Office, a Report of Ships entered Inwards from the West Indies, containing an Account of the Sums sworn to by the several Masters as the amount of the Wages of Men who have died during the Voyage, for which the Sixpenny Office should make the Clerk an adequate compensation.

And as the time for paying over the amount of Dead Men's Wages to the Receiver of the Sixpenny Duty appears to us unnecessarily long, inasmuch as the Ship may be in the West Indies again before the time limited for the payment of the Money

has expired, we recommend its being shortened to one month from the time of delivering the Account upon oath to the Collector or Comptroller of the Customs.

[To be concluded in our next.]

NAVAL LITERATURE.

Narrative of a Voyage to BRAZIL, terminating in the Seizure of a British Vessel, and the Imprisonment of the Author, &c.

[Concluded from page 153.]

MR. LINDLEY arrived at Porto Seguro late in the evening of August the third, and was remanded to Prison, completely exhausted. The treatment which he had received was not ameliorated by the change, as appears by the following Extract from his Journal, August 5 to 11:—

The Commission have certainly behaved to us very harshly in every instance; and exerted their authority to the utmost, to distress both our persons and feelings. On our imprisonment, they permitted us to take a small travelling trunk, which, unfortunately, contained my linen only; and the several petitions I have since made for the trunk containing my Wife's clothes, have been entirely unattended to, or eluded. On the 7th I repeated my application, but have had no answer whatever. The same day, I was requested out to visit a sick person; and returning, passed the dungeon where my unfortunate Sailors are confined: I went to speak, and condole with them; when the Soldier who stands on guard over their gate rudely denied me, and declared he had an express order for that purpose. At a distance I saw the Linguist, and went to explain on the matter; but the Sentinel who attended me said, that all further intercourse with him also was prohibited, except in presence of the Commissioners. My Crew have had their bitter portion of severity. I have already noticed the scarcity they at first experienced, which has been remedied only *in promises*; and had I not hitherto secretly contrived (at some risk) to convey them a little assistance in provisions and liquor, they never could have endured their horrid situation. Not content with half starving, one of them was cruelly beat for remonstrating on the subject; and two days ago, through some trifling dispute, their knives and razors were taken from them, a poor devil put into the stocks belonging to the dungeon, and a musket pointed down their trap-door while this was transacting.

The weather has been lately tempestuous to extreme, and a Vessel entered in consequence for shelter; the Owner of which passed my Prison window, and I recognised him for a Portuguese whom I had known before on the Coast. I instantly resolved on writing a packet for Europe, and sending it by this Stranger in preference to those around me. I have completed my design with some difficulty, and most earnestly hope the letters will reach their destination.

Sept. 16 to 21.—The stir hourly increases as our departure approaches; every face bears the mark of anxiety and inquisitiveness for the moment; the reserve of the Prison is considerably abated, and the Sentinels are negligent, allowing me more liberty of conversation than I have enjoyed since my confinement. I procured an interview with the Commission, and find we are to be conveyed in our own Brig. I again requested my trunk, and had a promise of its being restored previous to our Voyage.

A Gentleman residing near the Coroa Vermel, a Harbour adjoining to Santa Cruz, gave me an account of a Boat arriving there, in extreme distress, with three Englishmen in it, whose Vessel had been lost near St. Helena; and who, after a fifteen-days Voyage, without provision or water, reached this Shore in an exhausted and dying state. They received immediate relief; but before they were thoroughly recovered, they were marched to Porto Seguro, and thrown into the same Dungeon I once occupied, with the most unfeeling inhumanity, under pretence of its being doubtful what Countrymen they were. One of them soon expired under this additional calamity; the other two, more hardy, bore it for some weeks, when an order arrived from Bahia for their immediate removal to that place.

The Gentleman could not give me the name either of the Men or of the wrecked Vessel*; and I wondered so interesting and recent a circumstance had never before been related to me. I had my doubts, which I mentioned to a friendly Ecclesiastic (the Vicar of Villa Verde), on his calling to bid me adieu, but he confirmed the whole account.

22d.—A Soldier brought us a bundle, containing four chemises of Mrs. Lindley's, which had been taken out of our trunk, and were sent her for the Voyage, without apology or explanation. Some days since, when the Commission promised me the trunk, I

* I have since taken great pains to ascertain this, but without effect, farther than that one of the Survivors was Mate of the Vessel, and that they were both sent to Europe.

urged, as a motive, my Wife's deficiency of linen, and they adopted this happy and delicate expedient of supplying the want, instead of keeping their word.

23d.—The morning of departure arrived; a message early announced it, and caused a general bustle, in which I heartily joined, at the prospect of a change. About ten o'clock, Senr. Germane, a Clerk of the Commission, assembled the chief Prisoners in the Council Hall, five-and-twenty in number; the Lieutenant and Troops were formed in front of the Prison, where we joined them, and were escorted to the house of the Minister Claudio, who, with the Officers of the Country Militia, and principal Inhabitants, waited to form a Procession, and embark us. The Minister and Militia Officers took the lead, in the midst of whom the State Prisoners indiscriminately marched, followed by the Clerks and other Officers of Justice, and after these followed my Crew, loaded with baggage, under the eye of a file of Soldiers; the Prisoners from Carevellos then came, guarded by another file, while the rear was brought up by inferior Prisoners, other Troops, and an immense Rabble.

Their sufferings however had not terminated: they anchored on the 26th, after a fine run, in the Bay of All Saints; and about four o'clock on the 28th, a Serjeant, with a covered Barge, came to conduct them to a second imprisonment in the Fort de Mar, situated in the centre of the Bay.

His order was so precipitate, that he hardly gave us time to get our few trifles into the Barge. During the Passage, he told us that our situation would now be far more tolerable, not only as we should enjoy the fine air of such an open situation, but that Mrs. Lindley, being no longer a Prisoner, would have opportunities of going into the City whenever she chose. This pleasing face of things raised our drooping spirits; we passed the Sea-port of the Fort with alacrity, and walked to the Captain's house. We were a little struck with the coldness with which he received us; but inconceivably more so, when he showed us the Dungeon of the Fort, and ordered our baggage to be brought there. Seeing the small rooms adjoining his House occupied by Officers, and others confined here, I thought it was perhaps a momentary arrangement, and I suffered the Serjeant to depart under that idea; but our baggage was no sooner deposited, than the Captain ordered us in, and a Soldier awaited at the door with an immense key to lock it. Surprised at these appearances, I requested Mrs. Lindley might

pass to the Main, and remonstrate as early as possible respecting such usage; but the Captain replied, that she was likewise included in his orders for strict confinement. My courage for the moment forsook me, and my Wife felt the most agonizing distress. We stood at the entrance of a dark vault, to which we could see no end; and the idea that the doors were to be closed on us in such a place, drowned my poor Wife in tears; she supplicated a better fate, but to no avail; she begged the trivial favour of the door remaining open for the evening only, and condescended to follow the Captain with this entreaty; but it was talking to the Wind.

During this scene I remained silent, in a state of stupefaction; gloomy images filled my mind, and I thought we were now doomed to a miserable confinement, if not a worse fate. I was aroused from this stupor by the return of the Captain, who, producing the Governor's peremptory order, began harshly to insist on our entrance. I entreated my Wife to exert some fortitude, and calm her agitation, which by this time had arisen to so high a pitch, that I could scarcely support her trembling frame down the steps, which we had no sooner descended, than the door was closed upon us, and the massy bolt turned.

My first endeavours were to sooth and console my dear Partner in affliction, and reconcile her as much as possible to our horrid fate. In this I partly succeeded; and the first emotions having subsided, I left her to explore our new Prison. Through some apertures in the door a glimmering light was admitted, by which I saw that it consisted of a long arched vault, with a plank work on one side for the repose of its Inhabitants, on which our baggage was loosely thrown: I shuddered at its damp walls as I passed to the further end, where the atmosphere was so dense and humid, I could scarcely breathe, and I hastened to regain the better air near the door. Notwithstanding the apparent harshness of the Captain of the Fort (Sen. Joaquin Joze Veloze), I thought he appeared concerned even at the moment that he turned a deaf ear to my Wife; and this was confirmed by his presently returning, and advising me to write a *recremento* to the Governor on our miserable situation, offering me materials for doing it, and promising it should be forwarded in the morning. I took his advice: I forcibly described our Prison and its humidity; I complained of being used as a Criminal or Murderer; I adverted to Mrs. Lindley, and asked, why a female was included in such severity? observing, "that in this age of civilization it was contrary to the usage of all Nations, and the Countrywomen of his Excellency's

in Europe would have met with far different treatment." Finally, I requested a decent apartment, liberty of air and exercise, and the attendance of my servant.

I accompanied this remonstrance with a corresponding one to the Commandant, Bras Cardozo, appealing to his feelings as a *Man* and a *Husband*; and mentioning, that if such severity was used to prevent my communicating with any one, I pledged my honour strictly to avoid it. After finishing my letters, the near approach of night suggested the necessity of making our bed, and arranging our few moveables in the best way possible, which while we were doing on the plank-work I have mentioned, we had the satisfaction of seeing a servant approach with a lamp, oil, and a large jar of water; and the door was scarcely closed, before I was again summoned to the grated hole by an Officer from the Governor, with money for my weekly allowance, at the rate of a crusado each per day, and another entire new lamp, with cotton for supplying it. These new appearances again depressed me, and took away the latent hope I had indulged from my written petitions.

Night had now taken place, and by the lamp we discovered a new source of annoyance, that chilled us to the very heart; several centipedes were crawling on the walls, and a number of large spiders came out of their holes, that were apparently venomous, while an immense quantity of brown locusts (the same as the common ones in India, only larger) swarmed over the vault, flying against us in every direction, and dropping from its roof on our bodies. The plank-work and bedding were covered, but we had no remedy, and were fain to lie down in the midst of them. To sleep appeared impossible, and the more so from a number of rats that chased each other, and were very noisy, in seeming resentment of our intrusion into their dismal abode: but in spite of all these inconveniences, the care and trouble of the day bore me down; I bent to my bitter destiny, and towards midnight closed my weary eyelids. Mrs. L. was not so fortunate; in half-slumbers, weary dozes, and frightful dreams, she passed the night, and arose in a slight fever.

Sept. 29.—When I awoke, a few scattered Sun-beams entered our grating. I rose in rather better spirits, but I found my breast oppressed with breathing the foul air, and I felt a headache and dizziness. After a slight refreshment, the rays of light becoming stronger, I was tempted to a more accurate survey of the Dungeon. It was far below the level of the Fort; the door was composed of heavy timber, plated inside and outside with iron bars

strongly bolted through the whole; and adjoining the door, the wall in front of the arch was six feet in thickness. Entering the door, three steps led to the vault, which was about fifty feet long, nine broad, and the same in height; the plank-work extended thirty feet, a narrow passage running along one side to the end of this work, where the vault was left to its full space for some yards, terminating apparently in the centre of the Tower. Beyond its termination was a dark arched recess, in which a large hole led to the Sea beneath: a door closed the entrance to this recess; on opening of which, such a variety of vermin appeared, that I soon closed it again, in shuddering. The Dungeon was so damp in every part, that we could already feel it on our clothes and bedding. We certainly cannot exist long in this situation, and we only look to a merciful Providence for relief.

The Serjeant who had carried my letters returned about eleven, with information, that the Governor had sent my letter for translation, but the Commandant Bras Cardozo was not at home. He had scarcely finished his report, when we were most agreeably surprised by seeing the Commandant himself enter, with two *orderly* Serjeants, and pass to Captain Velozo's house: he almost instantly returned; when the door flew open, and he led us out of the horrid vault.

After going through a farce of justice, and a mock valuation of the Cargo of his Brig, Mr. Lindley still continued a Prisoner, with a partial liberty, until the 3d of December, though his Crew were released, and turned adrift on the 15th of November. His Papers, however, were detained long afterwards. On the 12th of January, 1803, he had the happiness of seeing the British Flag displayed in the Bay.

It was from a private India Ship; the Triton, Captain Anstiss. I went on board, and was received in the most friendly way by the Captain, who accommodated me with the news of the day, which I have so long and ardently desired: I continued to a late hour, enjoying this novel treat; and feel myself absolutely revived by the long-lost indulgence of society.

Five Gentlemen of respectability, among whom were a Captain and a Lieutenant of Infantry, also paid a friendly visit to Captain Anstiss on Friday last; which being reported to the Governor, he instantly ordered their arrest and confinement. This measure took place yesterday, together with the arrest also of the Lieu-

tenant of the Guard-boat on duty at the time of the visit. Positive orders were likewise issued, that no Inhabitant should be admitted on board, or Boats alongside, the Triton. In consequence, some Ship Carpenters going on board this morning with a Pass from the Intendant of Marine (or Port Admiral), were stoped by the Guard-boat and compelled to return.

18.—I advised Captain Anstiss to make immediate application to the Governor, and accompanied him in the character of Linguist. His Excellency received us with every mark of politeness, and excused the severity by particular orders which he had from his Court on that head; referring us, respecting the Carpenters, to the Intendant of Marine. We went to that Officer, who said that common Carpenters were not sufficient to examine the Vessel's damage, and there must be a survey of the Triton by the Officers of the Dock-yard.

19.—These Officers accordingly attended in great form; and reported that the Ship had sprung a leak in her bows, in a place so concealed by timbers, that it was impossible to repair it without unloading the Vessel.

20.—Captain Anstiss obtained his certificate of survey; and was directed by the Intendant to address the Governor (by petition) for leave to unload, repair, and sell part of the Cargo to pay the expenses.

21.—The good porter and cheese on board the Triton (articles to which we have been so long strangers), tempted me to request of the Governor permission to land a small quantity of each, not wishing to infringe his strict regulations: but the matter was so great an object to the Revenue and Government of Bahia, that my request was refused.

In the evening walked with Captain Anstiss to visit the new Prisoners mentioned in my Journal of the 17th, who are confined in the Council-room of the Barracks. We found them very comfortably accommodated, and surrounded with friends, consisting of the genteelst Inhabitants of the place; among whom was a Priest of the City, a Musical Composer, who sung his own strains to a guitar, while wit, laughter, and wine, abounded: they made light of their confinement; and the moments passed so agreeably, that I left them with reluctance.

22.—Captain Anstiss received for answer to his petition of 20th, that he might unload under the immediate superintendence and inspection of the *Guard di Mor*, and a Clerk of the Custom-House; but the liberty of selling to liquidate his expenses could

not be granted; a new order having lately arrived from Lisbon, that in these cases a sufficient quantity of goods must be taken from the Vessel or Vessels, and sent to Lisbon for sale; out of which the original debt, freight to Europe, and expense of sales, are to be deducted, and the overplus (if any) returned to the Owners in London or elsewhere.

Such is the assistance which our *faithful* Allies of Portugal give to our Commerce; and such the Hospitality to be expected by unfortunate Vessels in distress who seek their Shores, if unhappily they have not letters of credit, which in this distant part of America few are provided with.

Not content with taking immense sums for Port-charges, and having six Custom-House Officers constantly on board, besides other impositions; they now have adopted this new mode of distress, to injure the unhappy Stranger.

Captain Anstiss remonstrated against this answer in vain; and then requested that a Vessel might be sent to unload the Triton, which the Intendant faithfully promised for the 24th.

23.—A small Brig Whaler, the *Vigilance*, of London, entered the 18th for repairs. The Master, however, finding what kind of a place he was in, hurried his business, and in an incomplete state was ready for Sea this morning, but unprepared to pay the charge already incurred; the Vessel was therefore detained, although he wanted a trifle only of completing the sum. I had the pleasure of seeing him out of their power before evening.

24.—The Intendant made the most paltry excuse, on application for the promised Vessel; and finally said, none was to be procured. Captain Anstiss, much hurt, declared he could not submit to further delay; but would take a few Workmen, and repair his Ship in the best manner her present situation admitted; requesting a Pass for the purpose, which the Intendant granted.

25.—The Boats with the Workmen arrived alongside the Triton, having an Intendant's Pass, countersigned by the Governor, which they produced to the Lieutenant of the Guard-boat, who permitted them to go on board. They were, however, still prevented, by the Custom-House Officers, till they should obtain the permission also of the Provedore of the Custom-House. Captain Anstiss was justly exasperated; being thus no forwarder, after encountering immense difficulties, and continuing thirteen days, than on his arrival. He came on Shore; and with some further trouble we obtained the leave of the Provedore, and the Carpenters began their work.

I have been tediously particular in daily detailing this affair, in order to inform those who may touch at Brazil, what they may expect, if not provided against such difficulties beforehand.

Wearied out, and alarmed by the news that War had recommenced between England and France, Mr. Lindley was at length induced to make his escape, which he effected at considerable risk and difficulty, on the 5th of August, 1803.

We are unable to make any further Extracts from this interesting and curious Narrative, which abounds with anecdotes. The description of the Provinces of Porto Seguro, (page 219), and of Saint Salvadore, (page 233), will afford the Reader considerable information. The following very useful Table of Latitudes and Longitudes of the Brazilian Ports, from the Line to the River Plate, will prove of great service to Geography, and give an additional value to Mr. Lindley's Publication.

TABLE OF LATITUDE AND LONGITUDE.

	D.	M.	S.		D.	M.	S.
City of Belim, on the river Grao Para, or Amazons....	1	30	0	S.	48	30	0
Point of Tegioca	0	27	0	.	48	8	0
Villa Cabete.....	0	36	0	.	46	50	0
Isle of St. John Evangelist.....	1	17	0	.	44	14	0
Island Maranhao.....	2	32	0	.	43	40	0
Rio Parnaiba	2	40	0	.	41	20	0
Siera.....	3	31	0	.	38	23	0
Cape San Rocque.....	5	7	0	.	36	15	0
Rio Grande	5	17	0	.	36	5	0
Barra do Paraiba de Nord	6	40	0	.	35	30	0
City Olinda	8	2	0	.	35	15	0
Recife, or port of Olinda and Pernambucco.....	8	14	0	.	35	15	0
Cape San Augustine.....	8	26	0	.	35	15	0
Port and villa Alagoas	9	55	0	.	36	41	0
Rio San Francisco do Nord.....	10	58	0	.	37	0	0
Bio Real.....	11	38	0	.	37	40	3
Bahia, or San Salvadore.....	13	0	0	.	39	25	0
Morro de San Paul	13	30	0	.	39	55	0
Punta dos Castellanos.....	14	0	0	.	40	0	0
Os Ilheos, or the Isles	14	45	0	.	40	7	0
Porto Seguro	16	40	0	.	40	12	0
Rio Carevellos	18	0	0	.	40	22	0
Banks of the Abrolhos.....	18	0	0	.	38	50	0
Rio Doce	19	33	0	.	40	26	0
Espirito Santo.....	20	13	0	.	40	30	0
Paraiba do Sul or Campos	21	37	0	.	40	33	0

	D. M. S.			D. M. S.			
Cape San Thome.....	21	51	0	40	49	0	
Cape Frio.....	22	54	0	41	35	0	
Rio de Janeiro.....	22	54	10	42	39	45	
Ilha Grande.....	23	22	0	43	30	0	
Ilha de St. Sebastian.....	23	45	0	44	28	0	
Santos.....	24	0	0	45	16	0	
Igoape.....	24	34	0	46	0	0	
Cananea.....	24	58	0	47	7	0	
Tapacoera.....	26	44	0	47	39	0	
Rio San Francisco de Sul.....	26	0	0	47	42	0	
Enseadas do Garoupas.....	27	10	0	47	47	0	
Island Santa Catherina.....	37	40	0	N.P.	47	36	0
				S.P.	47	43	0
Rio do Lagoa or Grande.....	38	46	0	47	46	0	0
Ararangua.....	29	11	0	48	5	0	0
Immediate north point of river Plato or Punta de Este; also entrance into Maldonado.....	34	57	30	54	43	30	0
Island of Lobos.....	35	1	0	E.P.	54	31	30
				W.P.	54	35	0
English Bank { North Point.....	35	10	0	E.P.	55	40	45
{ South Point.....	35	13	30	W.P.	55	46	15
Monte Video.....	34	55	0	56	4	0	0
Buenos Ayres.....	34	37	0	58	13	0	0
South point of the river, or San Anthony.....	36	23	0	56	39	30	0

NAVAL AND MILITARY LITERATURE.

Principles and Practice of Naval and Military Courts Martial, with an Appendix illustrative of the Subject. By JOHN M'ARTHUR, Esq., late Secretary to Admiral Lord Viscount Hood, &c., officiating Judge Advocate at various Naval Courts Martial during the American War, and Author of "Financial and Political Facts of the eighteenth and present Century." The second Edition, on an entire new Plan, with considerable Additions and Improvements. 2 vol. 8vo. 1805.

THE professed object of this Publication, the Author informs us in his Preface, is, to deliver in a clear and methodical manner the principles and practice of Naval and Military Courts Martial; and in the prosecution of this task he has sedulously arranged, from the old and new materials in his possession, the two Systems of Naval and Military Jurisprudence now offered to the Public; wherein it has been his endeavour to exhibit parallel superstructures, in order that their discordance and analogy, the

proportions of the one to the other, and their comparative merits and defects, may be compared and ascertained.

The Author has likewise in many instances illustrated the principles and practice of Courts Martial, by the Common and Statute Law of England, as well as by the practice of Civil and Criminal Courts of Judicature. He has enlarged considerably on the rules and doctrine of Evidence, and cited a variety of new cases on this important Branch of Jurisprudence. In all doubtful cases the best legal Authorities, and the Works of every Writer on Martial or Military Law, have been scrupulously consulted, that the inferences or conclusions might convey decision to the mind of the Reader. The Author has ventured to give no decided opinion himself, unless where it has been the result of much research, and from a thorough conviction of its being founded on incontrovertible principles of law, and the immutable principles of justice, or supported and confirmed by the authority of eminent Counsel. At the same time he has anxiously studied to avoid leaving any topic touched upon in a doubtful state, or his meaning subject to vague definitions and constructions, from a want of explicitness in his mode of expression.

The professed objects Mr. M'Arthur had in view, are in this performance most fully accomplished; and whatever relates to Naval and Military Law has been explained and illustrated with great ability and perspicuity.

The Work is comprised in two thick octavo Volumes; each Volume contains six Chapters, with an Appendix of useful documents and precedents, also the opinions of eminent Counsel, and of the Judge Advocate General, on remarkable Cases in both Services; to the second Volume is added a chronological list of the principal Trials by Naval Courts Martial since the year 1750; exhibiting a scale of Military crimes and punishments, from which such Courts may in future derive much assistance in proportioning punishments to offences: and a most copious and well-digested general Index is given to the whole Work.

In the first Chapter of Volume I, Mr. M'Arthur treats of Laws in general; and were it not for the sake of the methodical arrangement adopted by our Author in preparing his Readers for the matter in his subsequent Chapters, and in illustrating his subject, we are of opinion that this Chapter might have been entirely omitted, although it contains many sensible observations.

In the second Chapter the Author treats of the origin of Courts Martial, and the authority by which they are constituted. In

this he takes a retrospective glance of the early part of our History, giving an account of the Court of Chivalry, and Marshals Court.—He enumerates the several Statutes since the Restoration relating to the Government of His Majesty's Ships, Vessels, and Forces by Sea, and the authorities by which Naval Courts Martial are instituted. He notices the circumstances which gave rise to the first Mutiny Act in the early part of the Reign of William and Mary, (1689), and enumerates the several alterations and amendments that have been made from time to time to the Mutiny Act. He takes a comparative view of the institutions regulating Courts Martial in both Services, and makes many judicious observations thereon.

In the third Chapter our Author considers the fundamental Laws by which Naval and Military Courts Martial are governed, and has classed with great perspicuity the offences comprehended in the Naval and Military Articles of War under the four following general heads, interspersed with many profound observations.

1st. Those that are immediately against God and Religion: 2dly, Such as affect the executive power of the State, or infer a criminal neglect of the established articles and rules of discipline of His Majesty's Service: 3dly, Such as violate or transgress the rights and duties which are owing to Individuals or fellow Subjects: and 4thly, Offences in themselves strictly Military, and such as are peculiarly the object of Martial Law.

The fourth Chapter of this Volume relates to Naval and Military Courts of Inquiry, as established by the usage of both Services; and as they are not, strictly speaking, sanctioned by Law, and have been regarded by many Naval and Military Men as arbitrary, and of ambiguous authority, he has urged strong reasoning to obviate the animadversions that have heretofore been made to the prejudice of Courts of this nature, and has clearly proved their great utility to both Services. As it would exceed our prescribed limits to give copious Extracts of the Author's observations on this head, we must reluctantly content ourselves to give only the following paragraph as a specimen, assuring our Readers that they will be much gratified by an attentive perusal of the whole Work.

“ When we consider the King as the Supreme Magistrate of the Kingdom, and vested with the executive power of the Law as Generalissimo, or first in Military Command, and as having the sole power of raising Fleets and Armies, he appears *ex officio* to

possess an undubitable authority to appoint Courts of Inquiry, where it may be necessary to examine into the conduct of Individuals, and ascertain what justifiable grounds there may be for bringing Transgressors to trial by the formality of a Court Martial. And it cannot escape the Reader how close an analogy this Court bears to the institution of our Grand Jury; and since it is established for the same purpose as this much applauded part of our Constitution, it seems entitled to our warmest commendation."

In the fifth Chapter Mr. M'Arthur treats of Naval Courts Martial, and of General Regimental Garrison and Detachment Courts Martial as at present established in both Services. In this Chapter he has introduced a variety of interesting Cases, and much legal information.

In the sixth or last Chapter of this Volume he gives in detail the duties of a Naval or Military Judge Advocate, or Deputy Judge Advocate, as sanctioned and authorized by Act of Parliament, and the general printed instructions, by the Mutiny Act and Military Articles of War, and as confirmed by the opinions of Counsel at different periods. These duties the Author has clearly explained and satisfactorily demonstrated, inasmuch that any Civilian or Officer could, on a reference to our Author's observations, and the precedents illustrative of them, have no difficulty in officiating as Judge Advocate at either a Naval or Military Court Martial. He has therefore in this very useful performance done a most essential service to the Public, by removing difficulties which he himself had experienced in practice; and has so fully explained all doubtful or ambiguous points of Naval or Military Law, that they may now be perfectly understood by the meanest capacity.

Mr. M'Arthur in the second Volume of this Work more particularly enters into a detail of the practice of Courts Martial; the first Volume relating more especially to the fundamental Laws and principles of such Courts. In prosecuting this part of his undertaking, this Volume is also, like the first, divided into six Chapters, in which every necessary article of information is delivered in a clear and comprehensive manner, "conveying decision to the minds of his Readers:" and as he has in his Preface very justly observed, "no topic touched upon has been left in a doubtful state, or his meaning subject to vague definitions and constructions, from a want of explicitness in his mode of expression." In the first Chapter of Volume II, our Author treats of charges or accu-

sations; of the arrest of Offenders, and the form of procedure preparatory to Trial. In delivering his observations on the necessity of attending to the proper forms, and the wording of letters of accusation or charges, he concludes with the following sensible remarks:—"We have instances daily of the technical forms of our Criminal Laws sheltering Delinquents from punishment, and saving them from the penal consequences of their crimes. Thus we perceive the ends of justice may be sometimes partially defeated by the forms of Law, when opposed to its substance; yet they are so blended and interwoven with substantial justice itself, that forms of Law cannot be violated without ultimately injuring and perhaps destroying the whole texture of our Criminal Jurisprudence; and although the Individual guilty may occasionally escape, yet, by a rigid adherence to established forms, public happiness and security are effectually secured."

In the second Chapter, Vol. II, the Author treats of the forms of procedure in assembling and constituting a Court Martial; arraignment of the Prisoner; pleas in bar of Trial; and competency of Witnesses. In this Chapter, as well as the subsequent one, he has introduced a fund of legal information, and a variety of curious and interesting cases illustrative of his Subjects.

In the third Chapter of this Volume the Author enters into a minute detail of the rules and doctrine of evidence, and introduces a variety of cases illustrative of this important Branch of Jurisprudence. This Chapter is the longest in the Book, containing no less than 106 pages; and with due deference to the Author's mode of arranging and dividing his Work, we think, that from the variety and extent of matter in this Chapter, it might with great propriety have been made into two distinct Chapters: the one containing, in the order given, the several rules respecting the competency and credibility of Evidence; the oaths administered to Witnesses of every Nation and Religion; definitions of parole and written Evidence; number of Witnesses necessary to convict; the several rules relating to verbal confessions, hearsay, similitude of hand writing, written papers, positive and presumptive Evidence, &c. The other Division might have comprehended our Author's rules and observations on the admission of Jurors, Judges, or Prosecutors on evidence; how the credit of Witnesses are to be impeached; the rules relating to Counsel, Agents, or other Persons interested with the secrets of a Prisoner; rules concerning King's Evidence and Accomplices; the rules of Prisoners on the same Trial, if acquitted, being competent to give evidence in favour

the other Prisoners, and the variety of Cases with which this branch of his subject is interspersed.

In the fourth Chapter of Volume II he treats of judging of the guilt of crimes in general, and of Principals and Accessories. In the fifth Chapter he considers more particularly of the guilt of Naval and Military crimes, and passing Sentence; and in the last Chapter of this Volume he treats of the remitting of punishment, pardon, and execution. The Author introduces into these Chapters a concise classification of the Naval and Military Articles of War, enumerating them under different heads, and contrasting and comparing those that inflict the punishment of death without any alternative, then those that adjudge either death or a discretionary punishment, and those that inflict the punishment of cashiering, or dismissal from His Majesty's Service, &c.

The Author has, throughout the performance before us, not only introduced much legal information, and enumerated a variety of interesting Cases, but he has occasionally illustrated the subject he treats of by curious facts and examples drawn from ancient and modern History, thereby rendering it a most interesting and useful performance to Naval and Military Men, as well as acceptable to the Profession of the Law, and to many Individuals who may not be connected with either the Naval, Military, or Law Professions.

(The following Articles were sent too late for insertion in their proper place.)

TO the KING's Most Excellent Majesty in Council, the
Humble Petition of ABRAHAM GARLAND, Lieutenant in
His Majesty's Navy.

SHOWETH,

THAT your Petitioner regularly served his Time, and passed his examination for a Lieutenant on the 6th of June, 1804, and returned to His Majesty's Ship *Penelope*, Captain W. R. Broughton, Senior Officer of His Majesty's Ships and Vessels off Flushing, and continued as Master's Mate on board the said Ship until the 31st. August, 1804, on which day he was appointed acting Lieutenant (in the room of Lieutenant Henry Budd, sent to Sick Quarters) on board His Majesty's Sloop Cruiser, Captain John Hancock, by virtue of an order from Captain Broughton, of that date.

That on the 24th of October, 1804, your Petitioner volunteered his Services with a Party of Seamen and Marines, to recover His Majesty's Gun-brig *Conflict*, then in the possession of the Enemy on the Beach near the Town of Nieuport; in the prosecution of which Service (under the directions of Captain Hancock) he had the misfortune to lose his right Leg by a shell from the Enemies' Batteries on Shore, and suffered Amputation above the Knee, on board His Majesty's said Sloop Cruiser; after which your Petitioner was taken to the Royal Hospital at Deal, and was discharged from thence in January last.

That on the 12th of the last-mentioned month, the Lords Commissioners of the Admiralty were pleased (in consideration of his Services and of his misfortune) to grant your Petitioner a Commission as a Lieutenant.

Your Petitioner most humbly begs leave to refer for his Character and general good conduct to the Letters written in his favour to the Lords Commissioners of the Admiralty by Captain Broughton, and by Captain Hancock, previous to the misfortune of the loss of his Leg: and also to the public Letter written by Captain Hancock on the 24th of October, 1804, in which the Services of your Petitioner on that occasion are fully detailed.

Your Petitioner therefore most humbly prays, that, under the circumstances of his Case, he may have the same Pension granted to him as it has been usual to grant to Lieutenants who had their Commissions at the time they met with similar accidents, and to commence from the time of receiving his Wound, your Petitioner having been appointed to act in a Vacancy, and in every respect entitled to the Pay, Prize Money, and all other Emoluments derivable from the situation of a Lieutenant, and amenable for all the consequences attached to that situation, the same as if he had acted under a Commission.

And your Petitioner, as in duty bound, will ever pray.

No. 6, Great East Cheap,
21st March, 1805.

ABRAHAM GARLAND.

SIR ROBERT CALDER.

(From the EUROPEAN MAGAZINE for August 1805.)

SOME imperfect and erroneous statements having lately appeared in the public prints respecting the Family of Sir Robert Calder, we offer our Readers the following account, which may be depended on, as drawn up from authentic sources.

Robert Calder, of Asswanlie, in the County of Aberdeen, had, besides his Son George, who succeeded to the Lands of Asswanlie in 1625, another Son, James, who married Margaret Gordon. Their Son, Thomas Calder, of Sheriff Miln, near Elgin, married Magdaline Sutherland, and had Issue by her, James, William, and Harriet. James married Grizel, Daughter of Sir Robert Innes, of Innes. In November 1686, James, at that time Laird of Muirtoune, was created a Knight Baronet of the Kingdom of Scotland. In 1711, his eldest Son, Sir Thomas, was married to Christian, Daughter of Sir John Scott, of Ancrum. James, the eldest Son by this Marriage of Sir Thomas Calder by Dame Christian his Wife, wedded Alice, youngest Daughter and Coheirress of Admiral Robert Hughes, and had Issue by her four Sons—Thomas, who died in the East Indies; Henry, whose only Son, a minor, inherits the Title of Knight Baronet of the Kingdom of Scotland; James, who died unmarried; and Robert, who was in 1798 created a Baronet of Great Britain, and now is Vice-Admiral of the Blue Squadron of His Majesty's Fleet.

Naval Poetry.

The Heart's remote recesses to explore,
And touch it's Springs, when Prose avail'd no more.

FALCONER.

MONTALDO AND MARIA.

AN EPISODE.

(From CAREY's "*Reign of Fancy*.")

TRIM was the Bark, and gall'ly mann'd, that bore
The young Montaldo from his native Shore,
By wayward destiny impell'd to rove,
Far from the haunts of innocence and love,
And doom'd no more Maria's smiles to share,
A Father's love, a Father's tender care;
By noontide visions fir'd, for bloody gain
To brave the billows of the foaming Main:
Yet oft would rush upon his yielding mind
The unstain'd pleasures that he left behind.
Oft as the Moon her mellow radiance threw,
Prone to the wat'ry waste they rose to view,
When all the Elements forgot to rave,
And holy Silence slept upon the Wave;

When Tritons taught the love-lorn lyre to weep,
 Borne on the beryl Coursers of the Deep—
 Hark! from their sparry Groves and pearly Caves,
 The Sea Nymphs come to charm the list'ning Waves :
 O! were Maria here to share their song;
 Far sweeter were the music they prolong!

Ye who in coral Caves abide,
 Ye who leave your bowers of spar
 When the heaving Ocean Tide
 Trembles to the evening Star :
 Sea Nymphs! Sea Nymphs! come away,
 To swell the merry roundelay.
 Blue-ey'd Daughters of the wave,
 Ye who in the briny streams
 Love your floating limbs to lave,
 When the pale moon sheds her beams ;
 Sea-green Sisters come away,
 To swell the merry roundelay.

But who is she, to love-lorn grief resign'd,
 With shadowy locks that wander on the wind,
 Who bends her course along the shelving strand,
 And marks each foamy Surge that rolls to Land ;
 Lifts the imploring eye in pensive mood,
 And sings her sorrows to the dashing Flood ?
 Beloved! why dost thou thy course delay,
 Ye Winds, to waft a Lover on his way ?
 Ye Nereid Nymphs, who soothe the Sailor's ear
 With Sea-born harmony, your Songs forbear !
 Roll on, ye Billows of the surgy Main,
 And waft the Vessel o'er the liquid Plain,
 Is it a Sail my straining eyes survey ?
 Ah no! 'twas but the Ocean's whitening spray.
 That Bark, MARIA, thou shalt hail no more !
 MONTALDO sleeps upon rich Afric's Shore !—
 Thence, sauntering sad and slow, to moonlight Groves
 And glimmering Shades, the lonely Mourner roves,
 That oft the Song, the vow of truth,
 Breath'd melting sweet in the fair morn of Youth ;
 Where still, 'tis said, the fond MARIA sees
 Her Lover's Spirit gliding on the Breeze.
 " Com'st thou, MONTALDO, from the roaring Deep,
 " But to behold thy lov'd MARIA weep ?

" I see thee riding on the passing Gale ;
 " But, O MONTALDO ! why art thou so pale ?
 " Why are thy shadowy garments of the Flood ?
 " Why stain'd thy visionary form with blood ?
 " I see thee borne along the twilight Grove,
 " But thou art sad and silent, O my Love !"
 No misery mingles with the Lovers' tears
 When conscious innocence the pang endears :
 'Tis sweet to plant, where the lov'd repose,
 The weeping Willow and ephemeral Rose ;
 'Tis sweet to tread those Walks they lov'd to tread ;
 There, while their breasts with mixt emotions swell,
 The charms of those they lov'd on Earth so well
 Assimilate with all they hear and see,
 And banish every thought of misery ;
 Dear in the pledge they gave when forc'd to part,
 And dear their memory to the kindred heart.

BEN HAWSER.

BEN HAWSER lov'd fair Kate of Deal,
 And woo'd her for his bonny Bride :
 But ah ! her Friends, with hearts like steel,
 This much-wish'd happiness denied.
 For they were proud, and Ben was poor,
 Though none like him was e'er so true ;
 But all in vain, they clos'd the door,
 Nor let him take a last adieu !

Ben droop'd and pin'd with sad despair,
 For much he wish'd his Kate to see ;
 But to the Beach he did repair,
 And brav'd once more the stormy Sea ;
 And as the Vessel, from the Flood,
 The less'ning Shore still kept in view ;
 Upon the deck he ling'ring stood,
 And sigh'd and said, " Sweet Girl adieu ! "

Ben plough'd the Deep for many a year,
 And oft in Battles hot was he ;
 In danger still devoid of fear,
 And to his Messmates kind and free :

Returning home, the Foe drew nigh,
 A fatal ball unerring flew;
 Ben fell, and heaving forth a sigh,
 " 'Tis past," he said, " Sweet Girl! adieu!"—

The morning smil'd, the day was fair,
 When Kate, who still did faithful prove,
 Breath'd on the Beach the vernal air,
 Deep musing on her long-lost Love.
 When floating on the Wave she spied
 A Corse—it was her Lover true!
 Soon as she saw, she shriek'd and cried,
 " I come,—no more we'll bid adieu!"

NAVAL HISTORY OF THE PRESENT YEAR, 1805.

(August—September.)

RETROSPECTIVE AND MISCELLANEOUS.

UNCERTAINTY and Hesitation, on the most important National Subjects, are the prevailing features in the history of the preceding month. What every Nation wishes should be done, no one, except the young King of Sweden, seems to have sufficient decision to attempt.—In the mean time the wily Corsican lords it widely, and warily; and where he cannot effect his purpose by Threats, he endeavours to irritate by Abuse. It has been asserted that the greater part of his Invading Heroes has marched into the Interior: his situation certainly every day becomes more and more critical; and his animosity against us is increased in proportion. The Speech of the Dutch Pensionary leaves the important question of PEACE in that state of ambiguity which his Master Buonaparté wishes: but we trust some decisive Stroke will ere long be made.

Two Expeditions, in which *John Bull* so much delights, are again on foot. Lord Nelson and Sir Sidney Smith have both been closetted with Lord Mulgrave, Lieutenant-General Sir John Moore has received the brevet Rank of General on the Continent, and is expected to command the Troops now under Orders for Foreign Service. The Guards, of whom about 4500 are under orders, will probably embark at Deal.

The List of Officers of the Navy, just published, enumerates 144 Admirals, 639 Post Captains, 433 Commanders, and 2493 Lieutenants.

The utmost activity prevails in all our Ports for the equipment of every Vessel fit for actual Service. A Naval Dépôt of Stores is to be formed at Gravesend; whose object is,—that after Ships come out of Dock on the River, from either Deptford, Woolwich, or elsewhere, they may avail themselves of the first fair Wind, and drop down to Gravesend; where every thing, which was left un-

ished, is to be completed; and whence Ships of the largest size can put to Sea with any Wind. To render this Plan as effectual as possible, a King's Dock-Yard will be established at a place called the Creek, a little above Northfleet. It is said also, that the Thames, from Deptford to the Mouth of the River, will in future be an Admiral's Station.

A number of Shipwrights are employed in making the new additions to Sir Sidney Smith's Gun-boats; their masts will be much longer than those generally used, and the bowsprit will be of considerable length.

By letters from Copenhagen, the Russian Fleet, consisting of about 20 large and small Ships, which is expected there, has appeared off the Coasts of the Baltic. Some accounts speak of a Russian Expedition, under the conduct of General Tolstoy.

It is the intention of Government to pay the Artificers and Workmen belonging to the Dock-Yards, at the commencement of next quarter, by the week; leaving only a small proportion of their wages in arrear until the expiration of the quarter. This will be a considerable saving to the Workmen, who have always been under the necessity of hiring money by the quarter for subsistence, at a very high rate of interest.

Amidst all these improvements, we sincerely lament that an addition is not made to the Pay of our Naval Officers. The Half-pay of a Post Captain (and the fact is notorious) will not allow him to support his station in life; and if he is married, it will barely supply his Family with necessaries! The Servants of a Minister, when on Half-pay, are not so neglected.

Extract of a Letter from an Officer on board His Majesty's Ship SHEERNESSE, dated Trincomalée, the 10th of January, 1805.

"ON the 7th instant arose the greatest Storm of Wind that has been known here. It began about half-past five in the evening, and before seven it blew a Hurricane from the N.W., attended with heavy rain, and veered in half an hour to the N.E., by which time we had parted all our cables, and His Majesty's Ship Sheerness drove on Shore on the south-west end of York Island, when our situation became very perilous, as the Ship laboured so violently, that until the main-mast went by the board, and the mizen-mast cut away, it was impossible to stand the deck. However, the top weight (occasioned by the masts, and the great hold the Wind had upon them) being removed, the Ship became more steady, but heeled greatly on the larboard side. In a very short space of time the water in the holds rose above the orlop deck, and pumping proved ineffectual, as the water gained upon us till it became equal with the surface of the Sea.

"Guns, as Signals of Distress, were fired through the night, but no assistance could possibly be obtained from the Shore; for the Captain, the Right Honourable Lord George Stuart, who was there, with the First Lieutenant, Mr. Swan, and the Master Attendant, used every possible exertion to get on board, as soon as it began to blow, but the Boat swamped when near to the Ship, and a heavy Squall drove them again on Shore, and it was with much difficulty their lives were preserved. As an instance of the impossibility of any Boat gaining the Ship, our Launch was sent to their assistance, when she shared a similar fate, with the loss of two of the Crew, who were unfortunately drowned.

"The distress occasioned in the Garrison, as well as every other part of Trincomalée, made it necessary for every one to provide for his own safety.

"The following morning from the Wreck, every thing exhibited one Scene of distress. Two other Vessels were on Shore, one of them irrecoverably lost, and the other they have not yet been able to get off. Not a Barrack, House, or Tree, escaped the ravages of the Storm, many were levelled to the ground, and the Hospital totally unroofed, which rendered the situation of the Sick truly deplorable, one of whom was killed by the falling of part of the roof. There were also another European and many Natives killed, principally from trees falling upon their Huts.

"It is to be dreaded that many of the Europeans may yet fall a sacrifice to the severity of the weather from sickness, as it continued to blow hard the succeeding day and night, with very heavy rain, when many must have been exposed to it, from their not having time to prepare themselves shelter. At present the weather is very unsettled, and rains at intervals."

CEYLON GAZETTE, JANUARY 16, 1805.

In addition to the damages sustained by the Shipping in the Roads of Columbo in the late Gale of Wind, we are concerned to state the loss of the Government Brig Alexander, commanded by Captain Stephany.—From the account given of it by S. Fretes, a Mariner on board of that Vessel, and the only one that was saved, it appears that the Alexander left Tutucoryn on Sunday the 6th inst., bound to Columbo, with about 700 bags of rice for Government. They made this Island on the 7th, about nine, between Chilaw and Negumbo; and Captain Stephany, finding that he could not get into Columbo Roads before night, judged it prudent to anchor at six o'clock in the evening in ten fathoms of water off Chilaw, where he intended to remain till daylight next morning.

At three in the morning of the 8th, Captain Stephany perceiving that the anchors did not hold, cut his cables and stood to Sea; at five o'clock several succeeding Seas breaking over the Vessel, filled it with water; and notwithstanding every exertion to pump the water out, she foundered at ten A.M., distance about four miles from the Shore.

S. Fretes was saved on a grating of the Vessel, and cast on Shore in the Mouth of Negumbo River; he states having seen several attempting to save their lives on casks and hencoops, but does not think that one of them succeeded in the attempt, having seen Captain Stephany go down with a hencoop.

Lieutenant Anselm, of the Wirtemberg Regiment, and Inhabitant of Columbo, who was the only Passenger on board the Alexander, shared the same fate with the rest of the Ship's Company, and his body was thrown on Shore near Colpetty.

BOMBAY COURIER, JANUARY 19.

On Saturday evening the Hon. Company's Ship Sir Edward Hughes anchored in the Harbour from Mangalore. By this opportunity the following Passengers have arrived:—Lieutenant-Colonel H. Davis, His Majesty's 22d Dragoons. The Honourable Lieutenant Gordon, His Majesty's Navy; Captain Christian, Mr. Gowen, and Mr. Scott, Surgeon.

On Tuesday the 15th inst., the Ship Hope, Captain John Stewart, arrived from Cochín, which place she left on the 28th ultimo. On her Passage up, touched at Goa.

Yesterday anchored in the Harbour, under a Salute from the Battery. His Majesty's Ship Terpsichore, Captain Bathurst; together with his Prize, the Elisabeth, a valuable Dutch East Indiaman.

On Wednesday night last, a beautiful Frigate, named the Pitt, being the first ever built in India for His Majesty's Service, was launched from the Dock Yard. Between 11 and 12 o'clock, on the appointed Signal being given, she moved majestically into the water, amid the acclamation of a great concourse of Spectators, and under a Salute from the Saluting Battery. From the stillness of the night, and the Ship's being finely illuminated, the whole effect was uncommonly grand.

It may be remarked as rather an amusing coincidence of circumstances, that Captain Vaseon and the whole Crew of the Fox Frigate, which is now repairing in Dock, has been transferred to the new launched Frigate the Pitt.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

[Continued from page 168.]

ADMIRALTY-OFFICE, AUGUST 31, 1805.

Copy of a Letter from the Hon. Admiral Cornwallis, to William Marsden, Esq., dated on board His Majesty's Ship Ville de Paris, off Ushant, the 24th Instant.

SIR,

I HAVE the honour to send to you, to be communicated to the Lords Commissioners of the Admiralty, a copy of information received by the Dragon, which Ship joined me yesterday.

I have particular pleasure in sending their Lordships that part of the account in which the gallant conduct of Captain Baker, of the Phoenix, is so conspicuous in taking the Didon French Frigate of superior force, so much to his honour, and that of his Officers and Men, who must have seconded him in the most spirited manner upon that occasion. I have the honour to be, &c.

W. CORNWALLIS.

Dragon, off Ushant, Aug. 22, 1805.

Monday, August 13, Cape Ortegal bearing about E. S. E. fifteen or sixteen leagues, fell in with His Majesty's Ship Phoenix, having a dismasted French Frigate in tow, which she had captured on the 10th instant, in Lat. 43° 16' N., Long. 12° 14' W., after a severe Action of three hours.

The name of the French Frigate is the Didon, of forty-four Guns and three hundred Men. She was detached from the Combined Squadrons a few hours after their arrival at Corunna, and was cruising when the Phoenix fell in with her.

EDW. GRIFFITHS.

SEPTEMBER 3.

Copy of a Letter from the Hon. Admiral Cornwallis, to William Marsden, Esq., dated on board the Ville de Paris, off Ushant, 30th of August, 1805.

SIR,

I have much satisfaction in sending the enclosed letter to me, from Captain Barton, of the Goliath, to be laid before the Lords Commissioners of the Admiralty, giving an account of his further success in the Capture of the French National Corvette therein mentioned. I have the honour to be, &c.

W. CORNWALLIS.

SIR,

His Majesty's Ship Goliath, Aug. 18, 1805.

I beg leave to acquaint you, for the information of my Lords Commissioners of the Admiralty, His Majesty's Ship under my Command, standing in for Cape Prior, in the morning of the 16th instant three Sail appeared in chase of us; we tacked and stood towards them, and proved the Ships named in the margin of my letter dated the 15th.

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I have the satisfaction to add, at eight P.M. we captured *la Torch* French National Corvette of eighteen Guns, one hundred and ninety-six Men, commanded by Monsieur Dehen, having on board fifty-two of the late *Blanche's* Crew. Had they not separated, and night coming on very fast, I am confident *la Topaze* would have been in my possession also. I have the honour to be, &c.

The Hon. Admiral Cornwallis, &c.

R. BARTON.

SEPTEMBER 7.

Copy of a Letter from Captain Baker, of His Majesty's Ship Phoenix, to W. Marsden, Esq., dated Plymouth Sound, 3d September, 1805.

SIR,

Herewith I have the honour to transmit you, for the information of my Lords Commissioners of the Admiralty, a copy of my Letter to Admiral Cornwallis, explaining the Capture of *la Didon* French Frigate by His Majesty's Ship under my Command, with a list of the killed and wounded. I have the honour to be, &c.

T. BAKER.

SIR,

Phoenix, at Sea, August 13, 1805.

I cannot but exult in the honour of imparting to you the extreme good fortune of His Majesty's Ship under my Command on the 10th instant, Latitude $43^{\circ} 16' N.$ Longitude $12^{\circ} 14' W.$, in the Capture of *la Didon*, a remarkable fine, and the fastest sailing Frigate in the French Navy, of forty-four Guns, and three hundred and thirty Men, which had sailed but a few days from Corunna, and was upon a secret Cruise. The Action commenced at a quarter past nine in the morning, (*la Didon* having waited my approach to leeward,) and lasted three hours, never without pistol shot; during which all our ropes were cut to pieces, our maintop-sail yard shot away, and most of our masts and yards severely wounded. The necessity for our engaging to leeward, in order to prevent the possibility of the Enemy's escape, exposed us to several raking broadsides before it could be prudent to return the fire; and the superiority of *la Didon's* sailing, added to the adroit manœuvres of Captain Milne, convinced me of the skill and gallantry I should have to contend with, which has been fully evinced by the stubborn defence of his Ship until she became a perfect wreck, and his subsequent honourable deportment. Owing to the lightness of the Wind, and *la Didon's* attempt to board, brought our starboard quarter in contact with her larboard bow, in which position we remained full three quarters of an hour, subject to a galling fire of musketry, that robbed me of such support of Officers and Men, as there could be no compensation for but in complete Victory.

With sorrow I transmit you a list of the killed and wounded; and have the honour to be, &c.

To the Hon. Admiral Cornwallis, &c.

T. BAKER.

A List of the Killed and Wounded on board the Phoenix and la Didon, on the 10th of August, 1805.

Phoenix.—12 killed, 28 wounded.—Total 40.

La Didon.—27 killed, 44 wounded.—Total 71.

Difference.—15 killed, 16 wounded.—Total 31.

Names of the Killed and Wounded on board the Phoenix.

Killed.—John Bounton, Lieutenant. George Donelan, Master's Mate. John Powers, Quarter-master. James Smith, Steward. Benjamin Thomas, ditto. James Taylor, ditto. William Goddard, ditto. James Bell, ditto. Samuel Stubbs, ditto. Edward Gadsby, ditto. George Chandler, ditto. Thomas Hill, ditto.

Wounded.—Henry Steele, Lieutenant of Marines, dangerously. Aaron Fozar, Midshipman, dangerously. Edward B. Curling, Midshipman, badly. James Bird, Coxswain, slightly. George Gaward, Captain's Servant, slightly. John McDonald, Captain's Steward, dangerously. Thomas Hall, Seaman, slightly. George Runny, Sailmaker, dangerously. Bernard McCarthy, Seaman, dangerously. Patrick Edwards, Seaman, dangerously. John C. Bringer, Seaman, badly.

Thomas M'Maken, Seaman, badly. John Binstead, Seaman, slightly. Edward James, Private of Marines, dangerously. Joseph Robinson, Seaman, slightly. William Henderson, ditto, slightly. John Agnew, ditto, slightly. Lewis Durnett, Sergeant of Marines, badly. Charles Morgan, ditto, dangerously. Thomas Mason, Private of Marines, slightly. Charles Harley, ditto, dangerously. Alexander Bateman, ditto, dangerously. Stephen Sprawles, ditto, dangerously. Thomas Martin, ditto, dangerously. Wilham Harbour, ditto, dangerously. Thomas Davis, ditto, badly. Samuel Walker, ditto, badly. Wilham Mills, ditto, slightly.

WILLIAM WARDEN, Surgeon.

SEPTEMBER 21.

Copy of a Letter from the Hon. Admiral Cornwallis, to William Marsden, Esq., dated Ville de Paris, off Ushant, the 17th of September, 1805.

SIR,

I have the honour to acquaint the Lords Commissioners of the Admiralty, that His Majesty's Ship Amazon has this moment rejoined me; and I enclose, for their Lordships' information, a letter from Captain Parker, giving an account of his having fallen in with and captured the *Principe de la Paz* Spanish Corvette Privateer. I have the honour to be, &c.

W. CORNWALLIS.

*His Majesty's Ship Amazon, off Ushant,
17th September, 1805.*

SIR,

I beg to acquaint you, we fell in with the homeward bound Jamaica Fleet at sunset, on the 31st of August, during a hard north-west Gale, eighty leagues to the westward of Scilly; and having with some difficulty learnt from one of the Convoy that several of the Fleet had separated, I judged it proper to continue on the Station directed in your order, in hopes of collecting and affording protection to the Stragglers: we have not met any; but I am happy to inform you, on the 12th instant, in Latitude 49° 50' N., and Longitude 18° 30' W., His Majesty's Ship under my Command captured the *Principe de la Paz*, a Spanish Corvette Privateer, carrying twenty-four 9-pounders and four brass swivels, with one hundred and sixty Men on board, principally French.

This Ship was fitted out at Vigo five weeks before, and had taken the *Prince of Wales* Packet from Lisbon, and the *Lady Nelson* Letter of Marque from Virginia bound to Glasgow. We found part of the Crew of the latter Ship on board the Privateer, and a considerable sum in specie.

I have much satisfaction in her Capture, as she was completely stored for remaining two months longer at sea, and her Captain, François Beck, an experienced Cruiser, who commanded the French Privateer *le Brave* during the late War, greatly to the annoyance of our Trade. I have the honour to be, &c.

The Hon. William Cornwallis, &c. &c. &c.

W. PARKER.

Copy of a Letter from Vice-Admiral Sir Andrew Mitchell, K.B., Commander in Chief of His Majesty's Ships and Vessels at Halifax, to William Marsden, Esq., dated at Halifax, the 21st of August, 1805.

SIR,

I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, three letters from Captain Beresford, of His Majesty's Ship *Cambrian*, stating the Capture of two of the Enemy's Privateers; also the cutting out of St. Mary's River a Ship, Brig, and a Spanish Schooner Privateer; by which their Lordships will observe with what coolness and bravery that Service was conducted under the direction of Lieutenant George Pigot, and so ably supported by Lieutenant Masterman, of the Royal Marines. In short, the steady conduct of both Petty Officers, Seamen, and Marines, was such, as merits my warmest thanks and commendation; and I beg leave most strongly to recommend them to their Lordships' notice.

I have the honour to be, &c.

A. MITCHELL.

*His Majesty's Ship Cambrian, in Lat. 29°, Long. 62°,
June 13, 1805.*

SIR,

This day Lieutenant Pigot had the direction of the Cambrian's Boats. With the Launch he most gallantly boarded the Spanish Privateer Schooner Maria, of fourteen guns and sixty Men. Lieutenant Croiton, in the Barge, instantly followed him: the Vessel was carried, notwithstanding every resistance was made. The other Boats did not get on board until she surrendered; but no less merit is due to the Officers and Men, who all volunteered this Service. Lieutenant Pigot tells me every one did his duty most cheerfully. Two excellent Men were killed, and two wounded. I have the honour to be, &c.

To Sir Andrew Mitchell, K. B., &c. &c. &c.

J. P. BERESFORD.

SIR,

His Majesty's Ship Cambrian, at Sea, July 3, 1805.

After a chase of twenty-two hours, we have just captured the French Privateer Schooner Matilda. She mounts twenty guns, nine-pounders, is two hundred tons, and ninety-five Men; had captured the English Letter of Marque the Clyde, bound to Liverpool. She surrendered in very shoal water; and, but for the exertion of Lieutenant Pigot, with one of the Boats, every soul in her would have been lost. I have the honour to be, &c.

To Sir A. Mitchell, K. B., &c. &c.

J. P. BERESFORD.

SIR,

His Majesty's Ship Cambrian, July 21, 1805.

I beg leave to present you with a recital of Lieutenant Pigot's Proceedings, from His Majesty's Ship under my Command, in a Schooner Privateer we had taken on the 3d. He made the best of his way to the River St. Mary's, where we had information of two Ships and a Schooner; he got off the Harbour on the 6th, and on the 7th he proceeded with the Schooner twelve miles up a narrow River, through a continual fire of the Militia and Riflemen, until he got within shot of a Ship, Brig, and Schooner, lashed in a line across the River; he engaged them for an hour; the Schooner grounded; he had recourse to his Boats; and, after an obstinate resistance, carried the Ship with her guns; he obliged the Men to quit the Brig and Schooner, took possession of all, then turned his fire on the Militia, about a hundred in number and a field piece, which were completely routed. Lieutenant Pigot got two wounds in the head by musket balls, and one in the leg. Lieutenant Masterman of the Marines, who most ably seconded all Mr. Pigot's Views, escaped unhurt, to the wonder of all; for his clothes were shot through and through. Mr. Lawson, Master's Mate, wounded severely, as well as Mr. Mitchell, Midshipman. Messrs. Griffenhoofe, Bolmau, and Williamson, behaved well, as indeed did all on this occasion. Two were killed, and fourteen wounded. This very gallant conduct was observed by some hundreds of Americans from the opposite side of the River, who expressed their astonishment.

Mr. Pigot never quitted the deck for nearly three weeks, except to get his wounds dressed, which inspired the rest; the Wind was adverse for that time, and the Enemy never attempted to attack him. I hope he may meet every reward such conduct deserves; he really is an active Officer, always ready.

The Ship proves to be the Golden Grove, and the Brig the Ceres, of London, taken by the Schooner, a Spanish Privateer, of six guns and seventy Men, two months since.

The Enemy had armed the Ship with eight 6-pounders, six swivels, and fifty Men: the Brig was defended with swivels and small arms. I am, &c.

To Sir A. Mitchell, K. B., &c. &c.

J. P. BERESFORD.

A List of the Killed and Wounded.

Killed.—David Mackintosh, Seaman; William Lewington, Marine.

Wounded.—Lieutenant Pigot; Mr. Lawson, Master's Mate; / Mr. Mitchell, Midshipman, (your youngest Son); Robert Collins, William White, William Bethell, William McDowell, Robert Watson, and William Davis, Seamen; Serjeant Watson; Thomas Spencer, Robert Richardson, and Charles Lover, Privates of Marines.

Killed on the Spanish Side.—Twenty-five Seamen, with five Americans.

Wounded on ditto.—Twenty-two Seamen.

Promotions and Appointments.

Major George Ball and Major Nayler, of the Royal Marines, have been permitted by His Majesty to retire on full Pay.

Commodore Sir Samuel Hood, Bart., is appointed to be Colonel of the Woolwich Division of Royal Marines; Captain J. Harvey, to the Canada; Sir E. Berry, to the Agamemnon; Captain T. Harvey, to the Standard; Captain Brace, to the Virginie; Captain Lavis, to the Iris.

The following Promotions and Appointments have taken place in the Royal Marine Forces:—

Plymouth Division.—R. Williams, to be Lieutenant-Colonel, *vice* Strickland, promoted; D. Monteith, and J. B. Savage, to be Majors, *vice* Dyer and Douglas, promoted; J. Williams, and S. Mallark, to be Adjutants, *vice* Gerrard and Smith, promoted.

Portsmouth Division.—T. Strickland, to be Second Colonel Commandant, *vice* Fletcher, promoted; N. Moorsom, to be Lieutenant-Colonel, *vice* Williams, removed to Plymouth; L. C. Mears, to be Major, *vice* Miller, promoted; J. H. Patten, and J. Shepherd, to be Adjutants, *vice* Wills and Mould, promoted; M. A. Gerrard, to be Quarter-Master, *vice* Williamson, promoted.

Chatham Division.—D. Ballinghall, to be Lieutenant-Colonel, *vice* Bell, promoted; J. Lambrecht, and J. James, to be Majors, *vice* Moorsom and Ballinghall, promoted.

Woolwich Division.—J. Fletcher, to be Colonel-Commandant; H. Bell, to be Second Colonel-Commandant; G. Dyer, Sir J. Douglas, Knt., and J. Miller, to be Lieutenant-Colonels; J. Cassell, J. Mackintosh, and G. E. Vinicombe, to be Majors; G. Varlo, to be Deputy Pay-Master; J. H. Bright, to be Barrack-Master; J. Anderson, to be Surgeon; D. Greves, and T. A. Lascelles, to be Adjutants; J. S. Smith, to be Quarter-Master.

Sir John Warren is to hoist his Flag on board a fifty-gun Ship, and to command a Squadron of Frigates on the Coast of Portugal. Captain Pike is come home from the East Indies in the Command of the Trident; Captain Ramier succeeded to the Command of the Caroune; Captain Conn is appointed to the Royal Sovereign, which is intended for Admiral Collingwood's Flag; Lieutenant Liddle, to be Agent for Prisoners of War at Jamaica; Lieutenant J. McArthur, to command the Royal Oak Prison Ship at Portsmouth; Lieutenant Miller, to be Agent for Prisoners of War at Portchester; Sir Sidney Smith, to command the Squadron off Boulogne; Admiral B. Douglas, to be Port-Admiral at Yarmouth; Mr. Green, Mate of the Antelope Cutter, is appointed Captain of that Vessel, *vice* Capt. Case, who retires; Captains Lambert and Johnston are promoted to Post Rank; the Hon. Lieutenant A. Cochrane is promoted to be a Commander, and appointed to command the Victor; Lieut. Bell is made a Commander, and appointed to the Arrogant; Lieutenants H. Christian and Bart are raised to the Rank of Commanders; Lieutenant Symonds, of the Repulse, Rear-Admiral Sutton's Flag-Ship, is appointed to the Command of the Nile Lugger, *vice* Lieutenant Fennell, deceased. Vice-Admiral Sir J. T. Duckworth, K.B., is appointed Second in Command of the Mediterranean Fleet.

BIRTHS.

August 20. At his House, Havant, Hants, the Lady of Captain Butterfield, Royal Navy, of a Son.

At the Seat of Rear-Admiral Markham, Ades, Sussex, the Hon. Mrs. J. Markham, of a Son.

On the 5th Inst., the Lady of Captain Schomberg, Royal Navy, of a Daughter.

On the 17th Inst., at Edinburgh, the Lady of Vice-Admiral Deane, of a Daughter.

On the 20th Inst., at St. Alban's, the Lady of Captain William Brown, Royal Navy, of a Daughter.

On the 20th Inst., in Great Cumberland Place, the Lady of Admiral Sir Hyde Parker, of a Daughter.

MARRIAGES.

Lately, at Vienna, the Earl of Clanwilliam to Lady Shuldham, Relict of the late Admiral Lord Shuldham.

On the 28th of August, at St. Martin's Church in the Fields, Lieutenant Patterson, of the Royal Marines, to Miss Raby, Daughter of Alexander Raby, Esq., of Cobham, Surrey.

On the 8th Inst., at Kingston, by the Rev. Mr. Bussell, Mr. A. C. Forster, Midshipman of His Majesty's Ship Tribune, to Miss Jeffreys, of Portsea.

On Thursday, the 12th Inst., Mr. Webb, late Master of His Majesty's Ship Blanche, to Miss Ranwell, of Portsea.

On the 7th Inst., Captain Fellowe, of the Royal Navy, to Miss Sparg, of Pearyn.

On the 4th Inst., at Honiton, Mr. Gould, Attorney, to Miss Domett, Niece of Admiral Domett.

On the 2d Inst., at Hastings, Captain Edwards, Royal Navy, to Miss Ann Thomas, Daughter of Rice Thomas, Esq., of Coedhelen, County of Carnarvon.

On the 14th of July, at the Island of Malta, Captain James Hillyar, of His Majesty's Ship Niger, to Miss Taylor, Daughter of N. Taylor, Esq., Storekeeper, of the same place.

On the 12th Inst., at Croydon, Lieutenant Markett, Royal Navy, to Miss Manley.

On the 23d Inst., at Fareham, Hants, Lieutenant-Colonel Mannorch, Inspecting Field Officer of the Yeomanry and Volunteer Corps in the South West District, to Miss Bruce, Sister to Captain Bruce of the Royal Navy.

OBITUARY.

At Elson, on the 2d Inst., Captain Sir Frederick Thesiger, of the Royal Navy, Agent for Prisoners of War at Portsmouth.

On the 2d Inst., at his House, London-street, Fitzroy-square, Captain John Stukely Somerset, Royal Navy.

Lately, at Barbadoes, Lieutenant A. Buller, of the Northumberland, Brother to Captain E. Buller, of the Malta.

On the 4th Inst., at Burford Bridge, Surrey, aged 18, Miss Margaret Fairfax, Daughter of Rear-Admiral Sir William George Fairfax.

At Falmouth, the 31st August, Lieutenant G. Fennel, late Commander of the Nile Lugger.

On the 3d Inst., suddenly, at Emsworth, Mrs. Lotherington, Wife of Captain Lotherington.

Lately, at Barnstaple, the Hon. Henry Turnour, Lieutenant in the Royal Navy, and fifth Son of the late Earl of Winterton, of Shillinglu Park.

On the 14th Inst., at Portsmouth, Miss Bayly, aged 21, only Daughter of Mr. Bayly, of the Royal Academy in the Dock Yard.

Lately, at Hull, Lieutenant Thomas Lane, Royal Navy, late of the Charles armed Ship.

In March last, at Calcutta, in the East Indies, Mr. John Bartles, Second Mate of the Tottenham East Indiaman, aged 23 years.

On the 1st Inst. at Bodmin, Lieutenant Wills, Royal Navy.

Lately, at Bengal, Captain W. P. Cartwright, of the Marine Battalion, and his Lady.

On the 12th Inst., at Richmond, Surrey, in the 43d year of his age, James Thornton, Esq., formerly of the Royal Navy.

Lloyd's Marine List

OF

SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.

FROM MARCH 1 to 22, 1805.

THE Alert, ———, from Mainz to Bohn, was lost near Bohn 12th December.

The **Sally**, Switz, from the Havana and New Providence to Liverpool, was wrecked off Short Harbour, Nova Scotia, and totally lost, with nine of the Crew, on the 10th January. Part of the Cargo saved.

The General American French Privateer, mounting fourteen twelve-pounders and eighty-seven Men on board, was taken on 15th February in lat. 45. long. 5. by the **Toupe** Frigate. She had been out seven weeks, and made no Prize.

The **Aversa**, Sloop, from Lisbon to Cherbourg, is detained by the Caroline Privateer, of Whitehaven, and sent into that Port. The same Privateer has detained the **Messende**, German, from Lisbon, and sent her into Kinsale.

The **Britannia**, Petter, from Waterford to Liverpool, is stranded near Holyhead.

The Spanish Brig **Sancillama Trinidad**, from the Havana to Barcelona, and the **Margulter**, ———, from Cuba to Coruna, put into Bermuda 15th January.

The **Mart**, Mages from Cork to Philadelphia, was destroyed on 8th January in lat. 37. 51. long. 56. by the **Goosin** and **Crew**, who arrived at New York 1st Feb. in the **Garrison** from D-Ida.

The **George**, Warr, from Bristol to London, has been taken and carried into Boulogne, where her Cargo was discharged, and since retaken on her Passage from thence to Cadix, and carried into Brest 20th February.

The **Ruth**, Warden, from New Brunswick to Clyde, having lost her rudder, and making much water, gave herself up on the 27th January to the **Brave** French Privateer, in lat. 49. 3. and long. 21. ——— On the 8th inst. she was recaptured by the **Jawira** Privateer of Guernsey, Mafel, who remained four days by her, and succeeded to fix a temporary rudder, and sent her for Guernsey, where she arrived 1st February.

A Letter from Penang (Prince of Wales Island) dated 28 September, states as follows —

"The Fleet is now falling out, and the Canton and the Brunswick, which were late in coming in, are also weighing; we found here the **Walmer Castle**, **Bonny** Frigate, and **Lord Castlereagh**, the Company's Ships of War."

14 Paris, 14th February — The **Adolphe** Privateer of Boulogne has taken, and carried into that Port, an English Ship laden with flour, dyewood, tin plates, lead, &c. The **Thomas** and **Mary**, with coals, is taken, and carried into Dunkirk."

Advice from the Isles of France, (via America) to the 12th November, state that a few days previous to that date, Admiral Lincol's Squadron arrived there with two valuable ships; two of them, the **Upton Castle**, and the **Queen Charlotte**, of Bombay, with Cargoes of Sugar and grain; that they had all taken one of the Company's Ships, but which was discovered by the English Cruisers made in shore, going into the Mauritius, and cut off by one of the Frigates.

The **Peasant**, Cadix, of New York, from Batavia, and the **Elizabeth**, Smith, of not from Batavia, were taken previous to the 10th October, and sent into Cochin.

The **Elizabeth**, Hensley, armed 30 guns and 50 Men, sailed from Liverpool for Africa on the 10th January, and on the 2d February, in lat. 48. 24. long 12. 15. fell in with a large French Privateer, with the Swift of Norfolk saluted on her stern, mounting twenty-two-pound carronades on the main-deck, and eight guns on the quarter-deck, and 200 Men, which, after a severe Action, the **Elizabeth** disabled and beat off. The **Elizabeth** had 65 Men wounded and one killed, and is much damaged.

The **Bliss**, of Jersey, bound to Virginia, has returned so jerky, having captured a Spanish ship of 200 tons, from the Havana, with sugar, &c.; also, in company with a Liverpool Privateer, captured a Ship of 400 tons,

from Vera Cruz, richly laden. The former was ordered for Guernsey, and the latter for Liverpool.

The **Fama**, Rees, from Greenwich to Trinidad, was driven on shore in the Clyde, and blown 27th February. Cargo landed, and it is expected the **Vesil** will be got off.

The **Brig Peggy**, of Bohn, supposed from Old Calabar to Liverpool, was carried into Teneiffe by some French Sailors in November last.

The **Friendship**, Featherston, from Dublin to London; the **Glory**, of Exeter, Gatter, from Exmouth to Wales; and a **Vesil** from Lisbon, are taken off the Land's End by the General American French Privateer.

The **Fortune**, Rogers, of Workington, from Ireland, foundered off K. R. Id. 20th February.

The Spanish Ship **Providence**, of 350 tons, from Montevideo to St. Iago, with hides, tallow, cotton, &c., and 1400 dollars, has been taken and carried into Jersey by the Lottery Privateer of that Island.

The **Regulus** French Privateer, of 12 guns and 84 Men, from Guadeloupe, is taken by the **Princess Charlotte** Frigate, and arrived at Jamaica 9th January.

The **Elizabeth**, Scarlett, of and from Dunbar to London, was captured 27th March, ten miles South of the **Duquesa** Light, by the **Alert** French Leger Privateer, of a guns and 45 Men, and renake, by three Berwick Smack, and is arrived in the **Alert**. The Privateer had been out ten days from Dunkirk, and taken five Vessels besides the **Kirabera**.

The **Ruby**, McIntosh, bound to Portland; and the **John**, Williams, bound to London, both from Jamaica, are lost on Fortune Island, one of the Bahamas.

The **Sally**, Mollisworth, from Jamaica to New York, upset at sea on 18 October. Crew saved.

The Schooner **Jefferson**, from St. Domingo to Philadelphia, was taken 22 December by a French Schooner Privateer, retaken the next day by the **Brig Louie**, Captain Donnellon. The **Louie** arrived at Jamaica 15th December.

The **Lucy Ann**, Butler, from Baltimore to Curacao, has been taken, retaken, and carried to Jamaica.

The **Perfumerie**, ———, from New York to Curacao, is detained by the **Franchise** Frigate, and sent into Jamaica.

The **Sacra Familia**, ———, from Vera Cruz, with sugar, logwood, and 140,000 dollars; and the **Fortuna**, ———, from Vera Cruz, with molasses, logwood, and 43,000 dollars, are taken by the **Palas** Frigate; the former arrived at Plymouth the 7th March.

The **Arno**, Graydon, of Sunderland, is totally wrecked near Harlepool.

The **Brig Dublin**, ———, from Litch for Newcastle, is wrecked off Holy Island.

The **Cupid**, ———, of Burlington, from Wales, with coals, is lost on the **Pan Saad**, near Margate.

The **Alexander**, ———, of and from Peterburgh to Bourdeaux, is lost on the Coast of Holland.

The **Vrouw Catharina**, ———, from Antwerp to Bourdeaux; and the **Friendship**, Edrich, from Rotterdam to Bourdeaux, are detained by the **Rattler** Sloop, and sent into Portsmouth.

A Letter from Guernsey, dated 6th March, states that three Spanish Prizes have been carried into St. Maucet by some of the **Palmy** Privateers.

The **Friendship** **Charles**, Logan, from Madras to the Northern Ports, and from thence to return to Madras, is taken by **Lincoln** Squadron, and sent for the Mauritius.

The **Jamaica**, Walker, from Jamaica to London, was lost near Ambletuef 9th February. Crew saved, and Prisoners in France.

The following Vessels were detained, and sent into Jamaica previous to the 12th January, from Spain to the Havana, by the **Surveillance** Frigate; the Spanish Brig **El Delino**, from Cadix to Cartagena, by the **Diana** Frigate;

A Spanish ship from Cadix to Barcelona, with 31,000 dollars, by the Princess Charlotte Frigate; the Mariner, from Santa Cruz to Curacao, by the Franchise Frigate; the Buia Maria, from New York to Curacao, by the Franchise Frigate; the American Schooner Experiment, from Wilmington to Jamaica, by the Pelican Brig.

From French Papers.

"The Brig Venus, Yoxley, of North Yarmouth; the Anvers Packet, Owen, from Dublin to London, are taken and carried into Cuba.

"The Friendship, Featherston, from Dublin to London, taken by the General Perignon Privateer, is carried into a Port near Bech.

"The Faun Privateer, from Vigo, has taken a vessel under Prussian Colours, from London to Lisbon, with dry goods.

"The Spanish Ship El Curia, from Montevideo, taken by an English Frigate, is taken by the Sorciere Privateer of St. Malou, and carried into Menden, at the entrance of the Loire, 11th February."

"The Freda and Friendship, of Lubek, both from Nantes to St. Anders, is detained by the Nile Luger, and sent into Plymouth.

"The Teutonia, of Bayonne, Pond, from Bayonne to Lisbon, is detained by the Naïd Frigate, and sent into Plymouth.

"The Triton, Kuhl, and the Friendship, Hendon, have been cut out of Dunkirk Roads by the Cruiser Brig, and sent into Yarmouth.

"The Buon Anna, Paulsen; the Belle Juliette, and a Danish Vessel, name unknown, from Laxemb to the West Indies, are taken by a Privateer belonging to Tortosa, and carried into Antigua, where they are delivered.

"The Shaw Byramore, from Madras to Bengal, was taken in September 18th by a Privateer, but given up, as the French could not man her, and arrived at Bengal.

"The Minerva, from Rochfort, for Lisbon, is detained by the Naïd Frigate, and sent into Plymouth.

"The Adirring Cattle, from Bengal to Colombo, is reported to have been taken in the Bay of Bengal in September 18th by a Privateer.

"The Candidate, City of Bombay, foundered in July in a Gale near the Sand Heads.

"The Britannia, R. Union, Country Ship, was lost in August off Sauger Sand.

"The Falcon, Ford, from Newfoundland to Oporto, was captured off Vienna about the middle of February, by the P. na Spanish Schooner, which had previously taken the Embury Packet from London for Lisbon, and both carried into Vigo.

"The Admiral Duncan, from Galper; the Stadt Altona, from Penzance; an American Schooner partly laden with sugar; and a Spanish Privateer, with hides, were wrecked at Naples during a violent Gale on the 21st January. Crews and part of the Cargoes saved.

"The Princess Royal, of and from Worthing, in ballast bound to Liverpool, sunk off the life of Man 10th instant. Crew saved.

"The Maria, Hewson, from Quebec to London, was taken within three miles of Beachy Head, and carried into Calais the 12th December.

"The Cambrage, from Oporto to London, was totally wrecked near Barmouth, 18 January. One hundred pipes of wine saved.

"The Ship Nancy, from the Gulf; the Brig Creole, bound to Baidrah; the Fly, Company's Cruiser, from Baidrah; and the Ship Jewellery, were taken in the Gulf of Persia in September and October last, by a Portuguese French Privateer, which is since taken by the Concord Frigate.

"The Lucy Maria, Bowen, from Port au Prince, having lost nearly all her Crew by sickness, was obliged to put into Amboyna, where she was taken possession of and sent to Batavia.

"The Flora, of Stettin, Rott, bound to Hambro', was totally lost 18th instant on the Rocks of Heligoland. One Man drowned.

"The Mary Ann, Mortimore, from Liverpool, is reported to be lost on the Coast of Africa.

"The Lark, from Newfoundland to Poole, is taken and carried into France.

"The Lady Jane Dundas was in Dock at Bengal, having sprung a leak.

"The Spanish Brig Andalusia, from Montevideo to Cadix, with hides, tallow, cotton, and 5000 dollars, was taken 19th February by the Anabuck, brooke, of London, and sent into Falmouth.

"The Spanish ship Privateer Felicidad, of 30 guns and

170 Men, out ten days from St. Anders, was captured 15th instant in lat. 48 N., long. 10. 15. W., by the Kitty, Mulgrave, of London, after an Action of one hour and a half, in which the former had four Men killed and fourteen wounded; the latter, one killed and four wounded.

"The Jason, from Plymouth; the Greenwich, Hartmann, from Marwan; the Sloop, Alcyon; the Industry, Lobbeck; the Eleonora, Charlotte, from Bourdeaux, all bound to Embayen, are detained and sent into Yarmouth.

"The Scirocco, Dettmer, from Smyrna to London, was taken the 13th February by the Sorciere French Privateer, and sunk.—The only Vessel of the Fleet captured by that Frigate, which put into Malaga 10th February.

"The Earl of St. Vincent, from Cork to Gibraltar, is taken and carried into Algiers.

"The Isidore French Privateer has taken and carried into Alcant two English Xebecs of 6 guns and 26 Men each.

"The Lord Nelson Privateer, of Guernsey, has cut three Spanish Vessels out of the Grand Canaries; and one then arrived at Penzance 15th inst.

"The Thom, and Sally, Watts, from London to St. Michael's, has been captured by the Tigre French Privateer, (since taken by the Filgard Frigate,) within 30 leagues of St. Michael's.

"The Ruby, Un'orth, from Bladeford to Bristol, upon in Bristol Channel. Crew saved.

"The Stranger, Richardson, from Guincho to Whippy, is on shore near Flambro' Head, and it is feared will be lost.

"The George, Forrester, from London to Mogadore, was taken 9th February by four Spanish Cruisers, after an Engagement of two hours, and carried into Corra.

"The New Kerrison, Barber, from Cork to London, is totally lost on the Coast of France. The Crew saved, and made Prisoners.

"The Woodland Castle, from Smyrna to London, is supposed to have put back to Malta.

"The Franchise, Anderson, from London to Genoa, put into Gibraltar 12th December, disabled.

"The Mary, Tate, from London, and many other Vessels were driven on shore at Gibraltar 12th January.

"The May Vow Maria, Smith, from London to Embay, is taken near the Texel by the Courier Letter of Marine, of London, and sent into Yarmouth.

"The Bada, Erickson, was lost in January near Philadelphia. Crew saved.

"The Eliza, Hovey, from Amsterdam, was driven on shore near Baltimore, in January, but escaped to be got off.

"The Fama de Figueira, from Figueira in Liverpool, is taken by a Privateer, and carried into Mena.

"A Spanish Vessel from the Havana, laden with iron, is taken and carried, prize to the Melpomene Frigate, which was taken at Anna's Town, near Mauritius.

"The Mary, Duncan, of Aberdeen, and two Vessels which sailed from Portsmouth under Convoy of the Anabuck Frigate, were taken off Oporto Bar 3d of March.

"The Hope, Millard, from Newfoundland to Oporto; and the Swallow V. del Apocaris, French, from London to Oporto, were taken off Oporto 12th February by a French Privateer. The former is retaken by the Lynx, Cooper, and arrived at Oporto; and the latter sent for Vigo.

"The Industry, Sawyer, from Massachusetts to Manhattan, upset at sea. The Crew taken up by the New Century, from Boston, arrived at Dublin on the 13th inst.

"The Sheffield, Southwood, from London to Hell, was taken the 12th February, near Cromer, by a French Luger Privateer, and carried into Goree.

"The Kent, of South Shields, in ballast, from London, is detained at sea.

"The Hibernia, Farrel, sailed from Boston 20th January for Trinidad, and was wrecked two days after.

"The Penny, Wing, from the Isles of France to Philadelphia, is lost on the Delaware.

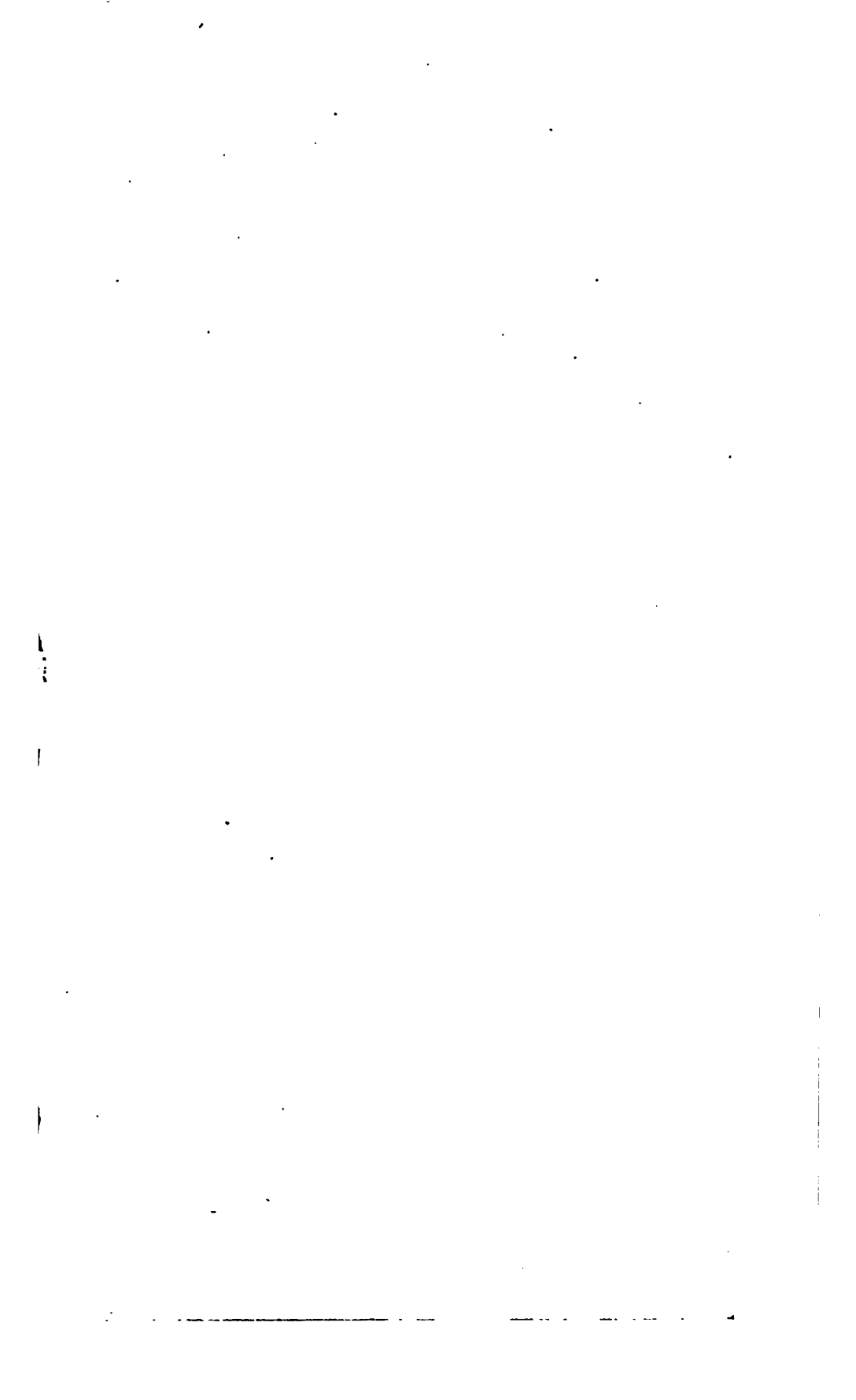
"The Little Tom, Magrath, from New York, upset at Madras the 1st of January. About a third of the Cargo saved.

"A British ship arrived from the Isles of France, (the American,) which place she left the 18th November, says that the Princess Charlotte and another Company's Ship (supposed to be the Prince of Wales), were carried there.

"The Arbuckle, Wilson, from Whitehaven to Cork and the West Indies, is lost on Rocky Cove, near Cork Harbour.

"The No. del Peler, alias Fortune, from Vera Cruz, is taken by the Fama Frigate, and arrived at Plymouth.

[To be continued.]





Ridley Sculp.

CAPTAIN MAURICE



SUCKLING. R. N.

Published 31 October 1803 by J. Gould 105 Shoe Lane Fleet Street.

BIOGRAPHICAL MEMOIR OF
MAURICE SUCKLING, Esq.*

"MINE HONOUR KEEPS THE WEATHER OF MY FATE;
LIFE EVERY MAN HOLDS DEAR; BUT THE BRAVE MAN
HOLDS HONOUR FAR MORE PRECIOUS DEAR THAN LIFE."
SHAKESPEARE.

ALTHOUGH it may, unfortunately, be considered improper by some, in the present state of modern opinions, to attribute heroism and nobleness of character as the sole and inseparable appendages to illustrious Ancestry, and that the latter is the only certain fountain from which the former can flow; yet it is to be hoped, that the laudable superstition, if it be one, is not even at the present moment so completely eradicated, as to deny the lesser, and certainly modest point, that the example of the Ancestor possesses no mean influence over the conduct of the Descendant.

* Descended from the same Stock with the celebrated Poet, Sir John Suckling, Knight, who was born at Witham, in the County of Middlesex, in the year 1613, and even in his infancy gave the strongest proofs of his possessing those very elegant talents for which he afterwards became so celebrated. He is said to have spoken Latin at five years old, and to have written it at nine; from this early foundation he proceeded, in the course of his studies, to apply the use of words to the attainment of the arts and sciences, most of which he arrived to, in an eminent degree. Those which he more particularly admired were *Musick* and *Poetry*; and though he excelled in both, he professed neither, so as to make them his business, but used them rather as his mistresses, to soften the harshness and dryness of his other studies, just as his leisure or fancy inclined him. His learning in other kinds was polite and general; and though the sprightliness and vivacity of his temper would not suffer him to be long intent upon one study, yet he had that which made amends for it, in his strength of capacity and genius, which required less pains and application in him, than it did in others, to make himself master of it. When he had taken a survey of the most remarkable things at home, he travelled to digest and enlarge his notions, from a view of other countries; where he made a collection of their virtues, without any tincture of their vices and follies; only that some thought he had a little too much of the French air, which being not so agreeable to the gravity and solidity for which his Father was remarkable, or indeed to the severity of the times he lived in, was imputed to him as a fault, and the effect of his Travels. But it was certainly rather natural, than acquired in him; the easiness of his carriage and address being suitable to the openness of his heart, and to the gaiety, wit, and gallantry, which were so conspicuous in him; and he seems all along to have piqued himself upon nothing more than the character of a *Courtier* and a *Fine Gentleman*; which he so far attained, that he was

It will not perhaps be thought impertinent in us to have urged this point, when it is stated, that Captain Suckling, the Subject of the present Memoir, was the maternal Uncle of the Lord Viscount Nelson, a name, which most indubitably must ever stand revered by every lover of his native Country, and by every honest Briton, till the record of great and glorious deeds shall be no more. Without depreciating, as it certainly would be the most infamous sin of ingratitude to attempt, the merits of the noble Nephew, may we not venture so far as to claim no small portion of regard for the Tutor, the Instructor, the Foster-parent, as he may without impropriety be called, in nautical pursuits, of a Man whose high deserts have not in many instances been equalled, and in none exceeded. Captain Suckling was the Descendant of a Family holding considerable respectability, and boasting no small claim to antiquity, in the

allowed to have the peculiar happiness of making every thing he did, become him.

He was not so devoted to the Muses, or to the softness and luxury of Courts, as to be wholly a stranger to the Camp: in his Travels, he made a Campaign under the *Great Gustavus Adolphus*, where he was present at three Battles and five Sieges, besides other Skirmishes between Parties; and from such a considerable scene of action, gained as much experience in six months, as otherwise he might have done in as many years. After his return to his Country, he raised a Troop of Horse for the King's Service, entirely at his own charge, and so richly and completely mounted, that it stood him in twelve thousand pounds. But his endeavours did not meet with the success he promised himself, for His Majesty's Service, which he laid very much to heart, and soon after this miscarriage, was seized with a fever, of which he died at twenty-eight years of age: in which short space he had done enough to procure him the love and esteem of all the politest Men who conversed with him; but as he had set out in the World with all the advantages of birth, person, education, talents, and fortune, he had raised people's expectation of him to a very great height; and if his character does not appear enough distinguished in the history of those times, it can be ascribed to nothing but the immaturity of his death, which did not allow him time for action. His Poems are clear, sprightly, and natural; his discourses full, and convincing; his Plays well humoured and taking; his Letters fragrant and sparkling: it was remarked too, that his thoughts were not so loose as his expressions, nor his life so vain as his thoughts; and at the same time an allowance was made for his youth and sanguine complexion, which would easily have been rectified by a little more time and experience. Of this we have instances in his occasional discourse about Religion to Lord Dorset, to whom he had the honour to be related; and in his state of the posture of affairs in the State to Mr. Jermin, afterwards Earl of St. Albans, in both which he has discovered that he could think as coolly, and reason as justly, as Men of more years and less fire,

County of Norfolk; he entered into the Navy at a very early age, and after having obtained the Rank of Lieutenant, by Commission bearing date March the eighth, 1744-5, remained without farther advancement for the space of ten years.

This circumstance, which, acting on a general principle, might be considered as lessening the merit of an active and able Officer, has, in the present instance, the singular effect of redounding most highly to his credit and honour. To establish this fact, it is not necessary to do more, than resort to the date of his Commission, as Lieutenant; when it would be found, that the short continuance of the War, which existed not longer than three years, from that time, might naturally be considered as precluding an expectation of advancement, unless the regular pretensions of the most strictly meritorious character were assisted by the extraneous aid of Family consequence and influence, or the fortuitous chance, which unhappily falls only to the lot of a few, of signalizing themselves in that subordinate Station, to so eminent a degree, that the neglect of Promotion should become the theme of public clamour.

At the conclusion of the Peace in 1748, Mr. Suckling was obliged to be content with remaining unadvanced, till chance, or the re-commencement of Hostilities, should again introduce him to the remembrance of those who knew, and who would gladly have rewarded his abilities, had not the claims of merit far exceeded in number the power of official gratitude to remunerate. The restless spirit of France, however, reviving on the instant she had acquired sufficient time to renovate her Marine, neatly ruined in the course of the preceding War, and becoming daily more suspicious and alarming, with respect to the continuance of public tranquillity, Britain felt herself forcibly impelled to the equipment of an Armament, sufficient to resist any insidious Attack made by an artful and designing Foe, ever watchful to seize the slightest opportunity of gratifying her propensity to mischief, or advancing her own ambitious views.

Among the first Officers who were called forth in the Service of their Country, on this occasion, was Mr. Suckling, who was appointed Captain of the Dreadnought, a fourth Rate, of 60 guns, by Commission bearing date December the 2d, 1755.

Very little apprehension being entertained of any mischief that could be effected by the utmost efforts of the Enemy against Great Britain herself, or any of her European Dependencies, the eye of national jealousy naturally became bent on the distant Colonies in the East and West Indies, as well as in North America: the Naval Force in those quarters was accordingly strengthened in such degree, as seemed sufficient to avert any danger with which they could be threatened. Among other Ships ordered to the West Indies, was the Dreadnought, where for some time no occasion presented itself, in which the abilities or gallantry of Captain Suckling could be called forth into Action: however, in the month of October, 1757, he experienced some amends for his former inactivity. The Dreadnought making one of a small Squadron of three Sail, consisting, in addition to herself, of the Augusta and Edinburgh, the former of sixty, the latter of sixty-four guns, all placed under the orders of Mr. Forrest *, Captain of the Augusta, as

* The first intelligence concerning this Gentleman, is, that in the year 1741 he served as Lieutenant of one of the Ships of War comprized in the Armament under the orders of Mr. Vernon, employed in the successful Expedition against Carthage. He very eminently distinguished himself under the Captains Boscowen, Watson, and Cotes, at the Attack of the Barradera Battery, having been among the foremost who entered the Enemies' Work at the head of a Party of Seamen. He does not, however, appear to have received that reward his intrepidity may seem to have justly merited, for he was not promoted to the Rank of Post Captain till the 9th of March 1745, at which time he was appointed to the Wager. In 1746 he was employed in the Ship on the Jamaica Station, where he had the good fortune to capture a very large Spanish Privateer, carrying 36 guns, and upwards of 200 Men, which had done considerable mischief, in the windward Passage, to the British Commerce, and had also a very short time before captured the Blast Bomb-ketch. We find no mention made of him after this time till the beginning of the year 1755, when he was appointed to the Rye. He was, in a short time, promoted to the Augusta, and ordered to the West Indies, where, in the month of October 1757, Fortune favoured him with that memorable opportunity of distinguishing himself, of which a particular account is given in the life of Captain Suckling. It is hardly sufficient to declare, that as the exertions of Captain Forrest, with the Officers under him, have not only remained, even to the present day, unsurpassed, so have they, except in very few instances only, continued unrivalled.

Private information, which perhaps in all matters of this sort is not at all inferior to official, states that Captain Forrest perceiving the shattered condition of all his Ships, (the masts, sails, boats and rigging, being mostly useless,) thought proper to withdraw, lest the loss of a lower mast should leave any of them at the mercy of the Frigates. Never was a Battle more furious in the beginning; in two

senior Officer, with the nominal Rank of Commodore, being ordered on a Cruise off Cape François, fell in with the French Squadron, consisting of seven Sail, four of which were of the Line, one of 44 guns, and two Frigates, which quitted the security derived from the Batteries under which they lay, and put to Sea in the presumptuous hope of annihilating Mr. Forrest and his little Squadron, or at least of acquiring the honour of driving him from the Coast.

The event, however, by no means answered what must naturally be supposed to have been the expectation of the Enemy: the British Captains, nothing dismayed at the apparent superiority of their Antagonists, prepared for Battle without a moment's hesitation: the particulars of the Encounter are thus officially related by Rear-Admiral Cotes, in his public Letter, written in Port Royal Harbour on the 9th of November following, and which is nearly an exact copy of Mr. Forrest's own report to Mr. Cotes.

On the 25th of last month, Captain Forrest, in the *Augusta*, with the *Dreadnought* and *Edinburgh* under his Command, returned from the Cruise off Cape François; on the 21st they fell in with seven Ships of War; at seven in the morning the *Dreadnought*

minutes there was not a rope or sail whole in either Ship: the French use a shot which the English neglect, called langridge, which is very destructive in cutting the rigging. The *Augusta* had nine Men killed and thirty wounded.

This highly distinguishable display of gallantry and intrepidity was quickly afterwards followed by a success no less brilliant and remarkable, equally honourable to the Service and his Country, but happily much more advantageous to himself; this was the Capture of the *Mars*, a French Frigate, of 32 guns, twelve, nine, and six-pounders, with her whole Convoy; le *Theodore*, of 22 guns; la *Margaretta*, of 16 guns; le *St. Pierre*, of 16 guns; le *Solide*, of 14 guns; la *Flore*, of 14 guns; le *Morrice le Grand*, of 18 guns; le *Brillant*, of 14 guns; and la *Monette*, a Brigantine of 10 guns, bound from Port au Prince to Old France, laden with sugar, indigo, coice, cotton, &c., which cost £.170,000. The *Mars* struck, upon receiving the first broadside, and all the rest followed her example: he returned to England not long afterwards, and in 1760, being appointed to the *Centaur*, was sent out to Jamaica, Commodore, and temporary Commander in Chief on that Station. He sailed from England with a Convoy of thirty-four Ships, on the 16th of January, and arrived at Port Royal on the 6th of March. He continued on the same Station during the remainder of the War, but without meeting with any occurrence worthy particular notice. In 1769 he was re-appointed to the same Command, with the established Rank of Commodore; but he did not long survive his arrival there, dying on the 26th of May, 1770.

made the Signal for seeing the Enemy's Fleet coming out of Cape François, and at noon discovered with certainty they were four Ships of the Line, and three large Frigates. Captain Forrest then made the Signal for the Captains, Suckling and Langdon*, who agreed with him to engage them; accordingly they all bore down; and about twenty minutes after three the Action began with great briskness on both sides. It continued for two hours and an half, when the French Commodore making a Signal, one of the Frigates immediately came to tow him out of the Line, and the rest of the French Ships followed him. Our Ships had suffered so much in their masts, sails, and rigging, that they were in no condition to pursue them. Both Officers and Seamen behaved with the greatest resolution the whole time of the Action, and were unhappy, at the conclusion of it, that the Ships were not in a condition to follow the French, who had Frigates to tow them off. The French on this occasion had put on board the Sceptre her full complement of guns, either from the Shore, or out of the India Ship, and had also mounted the Outarde Store-ship with her full proportion of guns, and had taken not only the Men out of the Merchant Ships, but Soldiers from the Garrison, in hopes their appearance would frighten our small Squadron, and oblige them to leave the Coast clear for them to carry out their large Convoy of Merchant Ships;

* This Gentleman was appointed a Lieutenant in 1743; but no subsequent mention is made of him till his Promotion to the Rank of Post Captain; his first Commission bearing date June 5, 1756, for the Edinburgh. He was not long afterwards ordered to the West Indies, where, in the ensuing year, he highly distinguished himself, under the Command of Captain Forrest, in the Attack and Discomfiture of the French Squadron, off Cape François, the particulars of which are given in the Life of Captain Suckling. Mr. Langdon does not appear however to have been fortunate enough to meet with any second and equally consequential opportunity of distinguishing himself, for we find no further mention made of him till the beginning of the year 1761, when he was promoted to the Ocean, a second Rate, then just launched. In this Ship he continued to serve during the remainder of the War, employed, we believe, entirely in the Channel Fleet, under Sir Edward Hawke, and other Admirals who held that Command, which became extremely uninteresting at that period, the French never venturing to send a Fleet to Sea after the signal Defeat they sustained at the destruction of Conflant's Armament. He lived totally in retirement after the conclusion of the War; a circumstance unhappily occasioned by infirmities and ill health. So highly were his former merits and services esteemed, that when he became entitled, by seniority, to his Flag, though so long absent from actual Service, he was not put on the Superannuated List, but advanced to be Rear-Admiral of the White. This Promotion took place on the 26th of September, 1780; but he did not live long enough to experience any farther addition to his Rank, dying on the 29th of June, 1785, being then seventy-four years old.

but our Captains were too gallant to be terrified at their formidable appearance. So far from avoiding them, they bore down and engaged them with the greatest resolution and good conduct; and I have the pleasure to acquaint their Lordships, that the Captains, Officers, Seamen, and Marines, have done their duty on this occasion much to their honour. I hope their good behaviour will be approved by their Lordships.

In respect to Captain Suckling himself, the following particulars are added, which peculiarly relate to him:—"The Dreadnought getting on the Intrepid's bow, kept her helm hard on starboard to rake her, or, if she proceeded, to fall on board in the most advantageous situation; but she chose to bear up, and continued to do so during the Action till she became disabled. By thus bearing short on her own Ship, those astern were thrown into disorder, from which they never recovered: and when the Intrepide dropped, and was relieved by the Opiniatre, the Greenwich in confusion fell on board her, while the Sceptre pressing on, the whole of the 'Enemies' Ships were furiously cannonaded by the Edinburgh and Augusta, especially the Intrepide, which lay dismantled in a very shattered condition, having a signal out for relief."*

It is asserted, and with truth, that when a Council of War was held, the question was not, what superior Force the Enemy had, or how unequal the Combat? the Commanding Officer saying to the other two, "Gentlemen, you see the Force of the Enemy, is it your resolution to fight them or not?" Upon which they both resolutely answered, "It is." Here, subjoins the account, the Council of War ended, having lasted about half a minute. The whole of this short relation is strict in point of fact, but being a mere abridged memorandum of what actually

* The Force of the Enemy's Squadron, which had been equipped for the special purpose of attacking Captain Suckling and his Companions, (and which, by the addition of extra Guns and Men, had been rendered as formidable as all the means the condition and state of the French Arsenal at Cape François allowed, and the resources of the Foe, as to the latter, admitted,) consisted of the Intrepide and Sceptre, of 74 guns each; l'Opiniatre, of 64; l'Outarde, of 44; the Greenwich, of 50; and the Savage and Unicorn, of 34 guns each. To increase the disparity, the Edinburgh and the Augusta were both extremely foul at the time of the Engagement.

took place, we trust we shall stand excused for entering into a more enlarged detail of it.

As soon as the Enemy's Squadron was discovered to be in motion, and the circumstance was communicated by signal to Mr. Forrest, as senior Officer, he instantly answered it by another, requiring Captains Suckling and Langdon to come on board him. The Boats of both Ships reached the *Augusta* together, on opposite sides, so that the two Gentlemen arrived on the gangway at the same instant. Captain Forrest was then standing in the centre of the quarter-deck, near the barricade. "There are those Fellows," said he, "pretending to come out, and drive us off the Coast, what do you say; shall we meet them, or not?" Langdon replied, "Yes." Captain Suckling, "By all means." "Then go back to your Ships," rejoined Captain Forrest, and clear for Action. They did so, and actually returned without either of them having stepped from the gangway to the quarter-deck of the *Augusta*.

A whimsical occurrence took place during the Action, which was related to the Author of this Memoir, a great many years ago, by Captain Suckling himself. There was on board a very favourite monkey, which belonged to one of the Officers; by some accident it got loose while they were clearing Ship; the instant it regained its freedom, it ran up the mizen shrouds, and having seated itself very composedly on the truck, continued there quietly during the whole of the Encounter; as soon as it ceased, the animal very deliberately returned unhurt to its former place of abode.

To pretend any pre-eminent share of merit was attached to the conduct of Mr. Suckling on this occasion, would be an unjust depreciation of the characters of those who were his Colleagues: indeed no instance ever did, or could occur, where the exertions of all the persons concerned bore a more equal relation to each other: in few words, they all seemed actuated in an equal degree by the same impulse; and their Enemies found, to their cost, the energetic support each Man rendered his Companion formed a sufficient barrier against that wonderful

superiority; which Men possessing weaker minds would have considered it vain, or rash, to have contended against.

The number of persons killed and wounded on board the Dreadnought, amounted to thirty-nine, which exceeded indeed, but in the most trivial degree, the loss sustained on board the other Ships, and the equality of disasters evidently proves the duly apportioned share which each Ship bore in the Contest.

The following historical account abounds with many interesting particulars not elsewhere to be found, and is therefore with the greatest propriety introduced here.

“ His Majesty’s Squadron on the Jamaica Station was commanded by Rear-Admiral Cotes, who having the best intelligence of the Enemy’s Force in those Seas, stationed his Ships so judiciously, and pursued such measures for the protection of our Trade, that, of the rich Fleet, consisting of one hundred and fifty Sail of Merchantmen, which he sent to England under convoy of the Lynn, and other Ships of War, not one fell into the hands of the Enemy. He sent the *Augusta*, *Edinburgh*, and *Dreadnought*, under the Command of Captain Forrest of the former, to cruise off Cape François, where the Enemy were assembling a Fleet for Europe: this Fleet was to be escorted by a Squadron of War Ships, commanded by Monsieur de Kersaint, who had arrived some little time before from the Coast of Africa, where he had pillaged some defenceless places, and made several valuable Captures. The Admiral hoped that Captain Forrest’s Force would be nearly equal to that of Mons. de Kersaint; but the French Commodore unexpectedly meeting with a Reinforcement of Ships at Cape François, this, with the assistance of the Garrison, and the Seamen belonging to the Merchant Ships, now added to his Squadron, rendered him greatly superior to the Force under the Command of Capt. Forrest. On the 21st of October, Mons. de Kersaint came out of Cape François, and with his formidable Squadron was in hopes of compelling Captain Forrest to quit his Station. At seven in the morning the Dreadnought made a Signal for seeing the Enemy; and by noon they could be plainly discovered from the quarter-deck.

Captain Suckling led the Van, Captain Forrest was in the Centre, and Captain Langdon in the Rear; the Action commenced about twenty minutes after three o'clock, and continued with great briskness for two hours and a half; when the French Commodore made the Signal for one of his Frigates to come and tow him out of the Line. The rest of his Squadron soon after followed his example.

“ Never did Officers or Men behave better than ours. Their good conduct was as conspicuous as their bravery. The Enemy, on the contrary, did not avail themselves of their evident superiority, and blundered very much. At the beginning of the Action the Greenwich shooting up too near the Intrepide, they had nearly fallen on board each other. This threw them into confusion; which Captain Suckling observing, made all the advantage he could of it. When the Intrepide fell astern disabled, the Opiniatre shot up into her Station; in doing of which, the Greenwich, still in confusion, got on board of the Sceptre. Unable to extricate themselves from their disagreeable situation, the whole group were furiously cannonaded by the Augusta and Edinburgh; which last fairly drove the Sceptre out of the Line.

“ Our Ships had received so much damage in their rigging, that they were in no condition to pursue the Enemy. The Augusta had nine Men killed, among whom was the First Lieutenant; and twenty-nine Men wounded, twelve of them dangerously; with masts, yards, sails, boats, and rigging very much damaged. The Dreadnought had nine Men killed, and thirty wounded, twenty very dangerously; lost her mizen-top-mast in the Action, and the mizen-yard shot down; also the main-top-mast and top soon after the Action was over; every mast, yard, sail, rope, and boat unserviceable, except the fore-top-mast, and top-sail-yard; with many shot in her hull. The Edinburgh suffered least; she had only five Men killed, and thirty wounded; but her masts, sails, and rigging, were much damaged, and some shot in her hull.

“ No War has produced a braver Action, nor a Victory gained over such decided superiority. The French on this occasion

had put on board the Sceptre her full complement of guns, either from the Shore, or out of an India Ship they had at the Cape. They had also mounted the Outarde Store-ship with as many guns as she had ports: and had not only taken Men from the Merchant Ships, but Soldiers from the Garrison. Their loss of Men was prodigious, there being between five and six hundred killed and wounded. The Intrepide had her mizen-mast and main-top-mast much wounded, was thrice set on fire by her own powder, and the rigging and sails were so much damaged, that the Ship would not work. The Sceptre was so much disabled by the Edinburgh, as to be obliged to quit the Line before the Action was over. The Opiniatre was dismasted, and otherwise greatly injured in her hull. The Greenwich had her masts, yards, and rigging greatly damaged, and thirty shot between Wind and Water.

“ Captain Forrest with his Ships was obliged to bear up for Jamaica, in order to get his damages repaired: and as soon as M. de Kersaint could get his Squadron ready, he sailed for Europe with his Convoy. On approaching the Coast of France they met a severe Storm, in which the Opiniatre, Greenwich, and Outarde, parting from their anchors in Conquet Road, drove ashore and were wrecked.”

Captain Suckling continued to command the Dreadnought during a considerable part of the remainder of the then existing War; but was not fortunate enough to meet with any second opportunity of distinguishing himself in a manner equally glorious to what he had done on the occasion just related. Having however returned to Europe in the year 1761, and the Dreadnought needing considerable Repairs, Mr. Suckling was appointed to the Lancaster, of 66 guns *, one of the Ships employed progressively under the Commands of Sir Edward Hawke and Sir Charles Hardy, in cruising in the Channel. But owing to the very severe chastisement the French had received from Sir Edward Hawke in the Encounter off Belleisle in 1759, they never ventured; and in so reduced a state indeed was their Navy,

* A class of Ships since grown into disuse.

that they never were able, even if such had been their wish, to send forth any Armament into the European Seas, capable of contending with the Fleet of Britain; so that this period also of Mr. Suckling's Naval Life passed on as uninterestingly as had the latter part of his service on board the Dreadnought. On the 19th of June, 1764, he married the Honourable Mary Walpole, Sister to the late Lord, and eldest Daughter to Horatio*, first Lord Walpole, by Mary, Daughter to Peter Lombard, Esq.

After the conclusion of the War, Captain Suckling took upon him no subsequent Naval Command till the year 1770, when he hoisted his Pendant on board the *Raisonné*, of 64 guns, one of the Ships put into Commission on the apprehension of a Rupture with Spain, on account of the very extraordinary conduct of that Court relative to the Falkland Islands†. The dispute

* Horatio Walpole was born in 1678, he was created Baron Walpole, of Wolterton, in 1756, and died in the ensuing year. Horatio was the second Son of Robert, Father to that well-known Character, Sir Robert Walpole, afterwards created Earl of Orford, Prime Minister during a considerable part of the Reign of King George the Second. He married July 21, 1720, Mary Magdalen, Daughter of Peter Lombard, Esq., by whom (who died March 9, 1783, he had Horatio, the late Lord—Thomas (who died March 1803) having married November 14, 1750, Elizabeth, eldest Daughter of Sir Joshua Vanneck, Bart., Father of Lord Huntingfield (which Lady died June 9, 1760), had, 1st, Thomas, born May 23, 1755; 2d, Catharine Mary, born July 8, 1756; 3d, Lambert Theodore, born Dec. 28, 1757, married April 11, 1788, Margaret, Sister to the present Edward Clive, Earl of Powis, and was killed in Ireland, in an Action against the Rebels, June 1798, having had Issue by his Wife, two Daughters, Frances Margaretta, and Charlotte Louisa; 4th, Elizabeth, born March 8, 1759; Richard, a Banker in London, married Margaret, third Daughter of Sir Joshua Vanneck, Bart., and died August 18, 1798, and by her had, 1st, Mary Rachael, born July 16, 1760, married Dec. 30, 1797, the Rev. Ashton Vade, and has Issue, Caroline and a Son; 2d, Richard, born June 15, 1762, married Jan. 23, 1792, Elisabeth, Daughter of the late Sir Benjamin Hammet, Knight, and Alderman of London; and 3d, Caroline, born July 23, 1765, married May 11, 1787, the Hon. George Neville, Brother to Henry, second Earl of Abergavenny, and has Issue, George; Robert, a Clerk of the Privy Council, married, May 1798, Diana Grossett (who died July 24, 1794), leaving Issue two Sons, Robert and George. He married, secondly, May 10, 1785, Sophia, Daughter of Richard Stert, Esq., and has Issue, Richard, Henry, William, Edward, Francis, Arthur, John, and Horatio; Mary, married to Maurice Suckling, Esq., who died June 5, 1766.

† These Islands were probably seen by Magellan, Sharpe, and Drake; nevertheless Davies is supposed to have been the first that discovered them in 1592. In the year 1594 they were visited by Sir Richard Hawkins, who saw some fires, and supposed them to have been inhabited. They were called by him Hawkins' Maiden Land. The name of Falkland is said to have been given to them by Capt-

being amicably terminated, the *Raisable* was put out of Commission, and Captain Suckling was, in the month of May 1771, appointed to command the *Triumph*, of 74 guns, one of the Guard-ships stationed, according to the custom of the Peace Establishment, in the River Medway. In this Ship he remained during the usual allotted period of three years, and his appointment has since become particularly interesting to the Country, from its having been the æra when the first rudiments of Maritime knowledge were implanted in that great and ever to be honoured

Strong, in 1639. Roggewin, who passed by the East Coast in the year 1721, called them South Belgia; they have likewise been called New Islands of St. Lewis, and Mallouines, but the name of Falkland has generally prevailed. They consist of two large Islands, with a great number of smaller surrounding them, and are situated in the Southern Atlantic Ocean, to the eastward of the Straits of Magellan. In the year 1764, Commodore Byron was dispatched by the British Court to take possession of these Islands, and settle a Colony at a place which he called Port Egmont. They were at first represented as a valuable acquisition, but were ceded to Spain in the year 1774. Indeed these Islands do not seem likely to have been any advantage to Great Britain, as we learn from the observations of Captain M'Bride, who says, "We found a mass of Islands and broken Lands, of which the soil was nothing but a bog, with no better prospect than that of barren Mountains, beaten by Storms almost perpetual. Yet this is Summer, and if the Winds of Winter hold their natural proportion, those who lie but two cables length from the Shore must pass weeks without having any communication with it." Besides the names above mentioned, they have also been called Pepy's Islands, and Sebald de Wert's Islands. Long. $56^{\circ} 30'$, to $62^{\circ} 16'$ W., Greenwich; lat. $51^{\circ} 6'$, to $52^{\circ} 30'$ S.

The Author of the History of England, in a series of Letters from a Nobleman to his Son, generally, though erroneously attributed to Lord Lyttleton, gives the following concise account of the transaction:—"In the course of the Summer the Spaniards sent out some Ships and seized upon Falkland's Islands, where the English had lately made a Settlement, and erected a Fort; and this violation of Peace had nearly involved us in a War with that Nation. A Negotiation, however, took place, and the Spaniards restored the Islands. It was privately stipulated that they should be afterwards evacuated by Great Britain, and since that time no settlement has been made upon them. The pens of the Political Writers were employed to magnify or diminish the consequence of these Islands, according as they were engaged for or against the Ministry. Junius, a popular and elegant Writer, whose real name has never yet been discovered, was at this time a formidable Opponent to Administration; and Dr. Samuel Johnson, whose moral and critical writings are above all praise, ranged himself on their side. On the whole, if the affront to the Nation be overlooked, it does not appear that the possession of these Islands was worth contending for."

Character, the present Lord Viscount Nelson*, who is Nephew to this Gentleman. The foregoing was the last Command he ever held as a Naval Officer; for very shortly after he quitted the *Triumph*, he was appointed Comptroller of the Navy, as Successor to Sir Hugh Palliser, who was about the same time appointed a Flag Officer. On this event taking place, Captain Suckling was chosen Representative in Parliament for the Borough of Portsmouth, but did not long enjoy these honours, having, though in the very prime of life, fallen a Victim to sudden disease in the month of July 1778.

HERALDIC PARTICULARS.

Suckling, of Wodton, or Wooton, in Norfolk, is a very ancient Family, whose pedigree is carried on in the visitations of that Country from a high date to 1664, when Robert Suckling, of Wodton, some time High Sheriff of Norfolk, certified the last entry of it, and had then living Robert his Son and Heir, twenty-one years old, two other Sons, Charles and Philip, and three Daughters. Sir John Suckling, who died in 1627, Comptroller of the Household, and a Privy Counsellor to James the 1st and Charles the 1st, and Father to Sir John Suckling, so well known to the World for his Poetical talents, was a younger Son of Robert Suckling, of this House. There is a small chasm, for want of modern entry of pedigree, in the descent of this Family, down to the present day; but certain it is, that the Ancestor of Lord Viscount Nelson was of the Wodton Line, and he was most probably a Son to one of the Sons of that Robert, who is mentioned above as having been living in 1664. The connexion of Lord Nelson with the Sucklings is this:—Edmund Nelson, Clerk, M.A., formerly of Caius College, Cambridge, who died at Bath, April 26, 1802, married Catherine, Daughter of Maurice Suckling, D.D., Prebendary of Westminster, by his Wife Anne, who was Daughter of Sir Charles Turner, of Warham, in Norfolk, Knight and Bart., by Mary, Sister of Robert Harley, Earl of Oxford.

The Arms of Suckling are, per pale azure, and Gules, three Stags trippant or, the Crest, a Roebuck curreant, or, bearing in the mouth a branch of honey-suckle proper.

* *Vide NAVAL CHRONICLE*, Vol. III, page 158, et seq.

NAVAL ANECDOTES,
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

ANECDOTES OF CAPTAIN ELPHINSTONE, OF THE RUSSIAN NAVY.
(From CARR's "Northern Summer.")

AFTER the Battle between the Russian and Swedish Fleets off Cronstadt, in May 1780, Captain Elphinstone, then a very young Lieutenant, was dispatched by his Uncle, Admiral Creuse, to Catherine, who was at that time at the Palace of Zarsko Zelo, with an account of the successful manœuvres of her Fleet. For four days and nights preceding, the Empress had taken no rest, and but little refreshment, the greater part of which time she had passed upon the beautiful Terrace near the Baths of Porphyry; listening, with the greatest anxiety, to the distant thunder of the cannon, which was so tremendous, that several windows in Petersburg were broken by its concussion. It is said that, anticipating the last disaster, her horses and carriages were ready to convey her to Moscow. Young Elphinstone arrived at the Palace late at night, in his fighting clothes, covered with dust and gunpowder, and severely fatigued with long and arduous duty. His dispatches were instantly carried to the Empress, who ordered her Page in waiting to give the Bearer refreshments and a bed, and requested that he might on no account be disturbed. The gallant Messenger availed himself of her graciousness, and "tired Nature's sweet restorer, balmy sleep," never quitted his eyelids till the dawn had far advanced, during which period Catherine had sent three times to see if he were awake. At length Captain Elphinstone, in all his *dishabille*, was conducted to her presence by her Secretary, when she commenced an enchanting conversation, in which she complimented the gallantry and many Naval Achievements of his Family; and after proceeding upon various topics for about half an hour, she said, calling him "my Son," "Now let us proceed to business: I have received the dispatches, which have afforded me infinite satisfaction; I thank you for your bravery and zeal; I beg you will describe to me the position of the Ships," which, as Captain Elphinstone explained, she indicated with her pencil upon a leaf of her pocket book; and as she gave him her orders to the Commander in Chief, she presented him with a *rouleau* of *ducats*, a beautiful little French watch, and, although very young, promoted him to the rank of Captain.

It was during this Battle that the Swedish Monarch behaved with his accustomed gallantry: as he was rowing in his Barge, and giving his orders, in the thickest of the Battle, a shot carried away the hand of the Strokesman, and at this moment a small Russian Vessel of War discovering the King, bore down upon him; the brave and generous Monarch seeing the accident which his poor Bargeman had sustained, and his own personal peril at the same time, calmly took out his handkerchief, and bound it over the wound, then leaped on board one of his Gun-boats, and miraculously escaped, by that good fortune which never favours little minds, at the instant when his Barge was boarded by the Enemy, the cushions of which were preserved in the apartment of Captain Elphinstone, in the Marine Barracks, as Trophies of War and of humanity.

THE EMPRESS CATHERINE, AND ADMIRAL CREUSE.

(From the same.)

A SHORT time after the Swedish Fleet had retired, the gallant and venerable Admiral Creuse, who commanded the Russian Fleet, paid his respects to his Sovereign. Owing to the corpulency of the Admiral, the narrow plank floor of the presence-chamber shook with his weight, which the Hero remarked with some little humour to Catherine, when she turned this trivial circumstance into the following beautiful compliment:—"My brave Creuse, wherever you go you make the Earth shake under you, and your Enemies tremble."

SIR SIDNEY SMITH.

(From the same.)

BEING sent, some years since, on Shore upon the Irish Coast with a brother Officer, who is now holding a deservedly high situation in the Service, to look for some Deserters from their Ship, after a long, fatiguing, and fruitless pursuit, they halted at a little Inn to refresh themselves: having dined, Sir Sidney on a sudden became silent, and seemed lost in meditation: "My debt for your thoughts," exclaimed his Friend, gently tapping him on the shoulder; "what project, Sidney, has got possession of you now?"—"My good fellow," replied the young Warrior, his expressive countenance brightening as he spoke, "you will no doubt suppose me a little disordered in my mind, but I have been thinking that, before twelve years shall have rolled over my head, I shall make the British Arms triumphant in Holy Land." We need not knock at the cabinet door of St. Cloud to know how splendidly this prediction was verified.



MARINE MUSEUM AT ST. PETERSBURG.

THE Emperor of Russia proposes forming an Institution at St. Petersburg for the purpose of improving the Navy, which is to be called the Marine Museum. In this Institution, lessons in all the Sciences necessary to be known by a Sea Officer will be given. It will publish a sort of Journal upon every subject that concerns the Marine. There will be attached to the Museum a library and a collection of natural history, which will be constantly open to the Students. The Establishment is to be under the direction of the Minister of the Marine, and the Members are to wear an uniform like that of the Marines.

IMPROVEMENT IN SAILS.

A MR. MALCOLM COWAN has recently obtained a patent for sails for Ships that may be reefed in a few minutes, in the most tempestuous weather, by very few Seamen, &c.

The advantages proposed by this invention are as follow:— To enable Ships to reef their courses in a few minutes; 1st, on a lee Shore, in stormy weather, when it may be necessary to reduce the sails, though at the same time it may be dangerous to take their effect off the Ships by hauling them up to reef them on the yards; 2dly, when the Ships' Crews are reduced by sickness, by part of them being in Prizes, or employed on Shore, or weakened by labour or fatigue; 3dly, in gales of Wind in frosty weather, when it is difficult to handle the sail; 4thly, in Merchant Ships with few Seamen, because the sails can be hauled up and set again in less time, as one part of the sail is taken off or set again at a time, and consequently requires less of the force of the Wind.

We are also assured by the Patentee, that when Ships are obliged to carry a press of sail in squally weather, in chase, &c., the sails may be reefed and set again in a minute, without starting tack or sheet, or risk of splitting. If a sail should split in one part, it would be stopped by the reef-bands. When the sail is hauled up it will be almost furled to the yard, and bent to the cringles, on the rope of the reef-band. The weight of the reefs is removed from the yard to the foot of the sail, without increasing the strain on the yards. The sails being reduced at the foot instead of the head, will stand longer and better in a Gale of Wind, as the squarest part of the sail is taken off when reefed. These sails can be easily hauled up out of the fire of guns, &c., and the expense of them will be less; though they will last longer, from not being liable to split in hauling up or setting. Half-worn sails made in the usual

form may be altered, and from the saving in the wear and tear will abundantly pay the expense.

The mode of working these sails is thus explained by the Inventor :

When the courses are to be reefed, cast off the lower clews from the thimbles in the upper clews, haul up the slacksail by the buntlines, and haul tort the reef-line, one part at a time, from the middle of the sail towards the clews, and make it fast round the upper clews, so as to confine the lower clews.

To set the sail, reeve a few turns of the lashing for the clews, and haul them down, overhauling the reef-line and buntlines.

To reef the top-sails, send a Man up to each lower yard arm, settle the haulyards, and haul the sail down by the reef-tackles, and pass the turns of the earrings through the thimbles in the earring cringles and on the foot-rope, and make them fast. Hoist the sail tort up, haul through the slack of the buntlines, and haul tort the reef-line on each side towards the clews, and make fast.

The top-gallant-sails are reefed in the same manner by earrings at the lower part, and a small gasket rove as a reef-line ; or from the deck by the clewlines and a buntline.

The buntlines and reef-line will confine the slack-sail, when reefed, close up in the wake of the reef-band ; and the buntlines will only require to be kept hand tort, as is usual, to prevent them from chafing the sail.

The Minotaur, of 74 guns, has reefed these courses in two minutes, in a Gale of Wind, without sending a Man off the deck.

The Patentee asserts, that sails made on this plan being adapted to square-rigged Vessels of every description, may, in many situations, be the means of saving them from destruction, particularly in the Winter Season, when so many Ships are unavoidably exposed in Gales of Wind to the danger of lee Shores and narrow Seas.

CURE OF THE YELLOW FEVER.

A CASE of the yellow fever has been recently cured in Jamaica by sweating in the steam of hot sugar. The Lad upon whom this experiment was made was placed close to the steams of the coppers, which had an instantaneous and happy effect. The pulse fell from 100 to 70 in a few minutes ; the sweat poured off in streams ; his head was immediately relieved ; and he did not complain of being too hot, notwithstanding a breath of air could not enter the room, and he was surrounded with the steam of sugar

from all the coppers. The process was repeated the next day, after which the Patient put on his clothes, came down stairs, said he was quite well, and eagerly called for food.

CAPTAIN WOODRIFFE.

IN consequence of the skill and bravery exhibited by Captain Woodriffe, of His Majesty's Ship *Calcutta*, (through whose perseverance the Convoy under his protection has been preserved from the hands of the Enemy), the Owners and Underwriters on the Ship and Cargo of the *Indus* have proposed a subscription of 2½ per cent. upon the sums insured, to be presented to that excellent Officer, the Officers acting under him, and Crew, as a small token of their gratitude for the service he has so ably and honourably rendered them on the occasion. It is not easy to discover in a moment the sum insured; but admitting it to be 200,000*l.* (and it cannot be much less), the sum to be presented to them will be 4000*l.*

SIR JOHN THOMAS DUCKWORTH, K.B.

LATELY, as the gallant Vice-Admiral Sir J. T. Duckworth, K. B., was walking over the new horse-road making on the Stonehouse-hill, Plymouth, not knowing that the road was broken up, slipped his foot and fell down the hill seven or eight feet. By the fall he bruised his side and hurt his wrist, but providentially received no other damage, and is now quite recovered from the accident.

CAPTAINS MAITLAND AND DONELLY.

THE Freedom of the City of Cork was, on the 18th October, unanimously voted by the Mayor, Sheriffs, and Common Council, to be presented in a silver box to Captain Maitland, of the *Loire* for his zeal and gallantry, displayed on many occasions in the public Service, and for his unremitting and successful exertions for the protection of the Trade of this Port. It was also unanimously voted to Captain Donelly, of the *Narcissus*, in consideration of his public character, and cordial and polite reception of, and attention to, the Mayor and Corporation, on an occasion when they waited on him on board his Ship.

SHIP LAUNCH.

THIS morning, 7th October, as early as ten o'clock, great numbers of people began to assemble at His Majesty's Dock-yard, at Deptford, to view the Launch of a Ship of the Line. Temporary booths were erected for the accommodation of the respectable part of the company; also a booth for the reception of some

Branches of the Royal Family, which were expected. The gates of the Yard were opened, and a vast concourse of people of all descriptions admitted to witness the Launch. It was expected that Her Royal Highness the Princess of Wales would have attended. After waiting near half an hour beyond the appointed time, the Ship went off the stocks at 28 minutes past one o'clock, and never was a finer Launch seen: it called forth a burst of applause from the surrounding Spectators, the Band of the Tower Hamlets, at the same time, striking up "Rule Britannia." She was christened the *FAME*; has a very fine Figure at her head of the Goddess; is rated a 74-gun Ship, but mounts 84, sixteen of which are 32-pound carronades, eight on the quarter-deck, six on the poop, and two on the forecastle. She is built on a new construction; is very roomy, chocks substituted for knees. She was launched with jury-masts in, and directly after the Launch sails were hoisted, and she was taken down to Woolwich, where she is immediately to be docked and sheathed, the dry Dock at Deptford not being large enough to receive her. Captain Moore, late of the *Indefatigable* Frigate, is appointed to command her.

Just after the Launch His Royal Highness the Duke of Sussex arrived in his barouche: although His Royal Highness was not quite early enough to see the Launch, he had a fine view of the Vessel as she passed the Yard on her way to Woolwich. His Royal Highness, attended by Admiral Stanhope, went on board the *Arrow* Schooner, in Dock, fitting for Sea, viewed the improvements in her building, at which he seemed much pleased: he afterwards visited the Boat-house, Mast-house, &c., and returned to his carriage at the gates, at half-past two, where the Tower Hamlets Militia, on duty at the Yard, were drawn up to receive him. He took leave of Admiral Stanhope, and the other Gentlemen who attended him, after politely thanking them for their attention, and returned to Town.

At the Launch no accident happened; but we are sorry to state, that one of the Labourers (John Morgan,) fell off the quarter-deck into the hold, in the morning, and was killed on the spot.

DOCK-YARD, CHATHAM.

THE payment of the Dock-yard at Chatham, for Midsummer Quarter, commenced on Monday, 7th October, and concluded on Friday; and on Saturday last, for the first time, subsistence money was paid to every working Man—to Shipwrights and Caulkers, twenty-five shillings—to Joiners and some others, twenty shillings—

and so gradually downwards to the Yard Labourer. This precludes the necessity of the Men hiring money for the quarter, commonly termed *dealing*, whereby they were compelled to pay enormous interest, besides being under the disadvantage of spending their money with such shop or alehouse-keepers as they might happen to *deal* with.

SUCCESS FRIGATE.

THE Success Frigate narrowly escaped being lost off Porto Rico in July last: she was chasing a French Privateer of 14 guns, when she grounded in Bayonese Bay, and remained in that state for two days, when, after throwing twenty of her guns overboard, she got off, and arrived at Jamaica on the 1st of August.

NOTICE TO MARINERS.

Copenhagen, Sept. 3. IN consequence of the reports made by Adjutant-General Ovenern, the King has ordered the erection of lights with reflecting lamps for the direction of Navigators in the Baltic. Most of the Ships which navigate the Baltic having occasion to pass before Christiansoe, they run the risk of being wrecked off that place or the neighbouring Islands. To prevent these misfortunes, and to point out the course which Ships ought to take, it has been thought proper to erect on the great tower of Christiansoe, a light composed of nine reflecting lamps, the circuit of which may be made in three minutes; so that, when the nine large lights are seen in the distance, it requires about twenty seconds to pass from one to another. The lights will disappear in the intervals, but may always be seen, unless the Vessel be at too great a distance. These lights are to be placed at the height of ninety-two feet above the level of the Sea. This elevation has been adopted to prevent this Beacon from being mistaken for that which has stood for some years at the Northern Point of the Isle of Bornholm; and in which the light is made by a coal fire. This light is two hundred and seventy-two feet above the level of the Sea, and in clear weather may be distinctly seen five or six miles off at Sea. The lights at Christiansoe will be displayed, for the first time, on the first of October, 1805, and will be kept up, conformably to the ordonnance of the 21st March, 1705, and the proclamation of the 1st February, 1799; that is to say, from Easter to Michaelmas, from one hour after sun-set to sun-rise; and in Winter, from half an hour after sun-set to sun-rise.

MALLING, FRESLEN, TONDER, &c.

ACCOUNT OF THE SUFFERINGS AND DEATH OF TWO OFFICERS
AND PART OF THE CREW OF THE HON. EAST INDIA COMP-
ANY'S LATE CRUISER FLY.

[Extracted from a Letter to a Gentleman lately arrived in Calcutta from Bombay
in the Ship Cambrian.]

“ THE Queen arrived here last week with dispatches. Poor Youl, after being taken by the Josame Arabs, was carried to the Coast of Arabia with a Mr. Loane, Mr. Flower, and thirteen Europeans, part of the Crew of the Fly; the whole of whom suffered great hardships, and were actually sold for Slaves, but through the intercession of a Wahabie Chief (who had been among the English when they were on the point of being sent up the Country on camels which came down on purpose for them), they were released from slavery, and a few days afterwards (those who had survived the ill treatment which they received, and the severity of hunger, subsisting only on a scanty allowance of dates, and now and then a few cockles which they picked up on the Beach, together with exposure to a burning sun or violent rain,) were permitted to occupy a corner of a Boat going to the Persian Shore, about ten of whom arrived safe at a place near Nuckheloo, and thence shaped their course towards Bushire, begging a little food as they went along: the relief, however, obtained by this appeal to the humanity of the few whom Providence threw in their way, being but trifling, was equally divided.—Youl, Loane, Flower, and one or two of the Men kept together, and luckily a Boat or Dow going to Bushire, came near the Shore, and they got on board of her. The day afterwards a fever attacked poor Youl; he lingered four days, completely worn out; and I regret that I must add, he died the day before they got to Bushire. Mr. Flower died the day after their arrival at Bushire. Mr. Loane has arrived here in the Queen, and fears that of sixteen Europeans only three have survived. Poor Youl was once within five days sail of Bombay, and little thought of the train of misery that was to befall them.”
Bombay Gazette, Feb. 6.

CORRESPONDENCE.

MR. EDITOR,

THE following account of a late melancholy Event, and some further Anecdotes of the late CAPTAIN GEORGE CLARKE, are worthy of a place in your Chronicle.

S. S.

ON Tuesday, October the first, George Peters, Esq., George Hoare, Esq., and Captain George Clarke, of the Royal Navy, went on board Mr. Hoare's Sailing Boat, with the intention of proceeding down the River, as far as Gravesend. Off Woolwich, about three in the evening, the Sailing Boat got aground; when Captain Clarke, attended by his friend Mr. Peters, went into a small Boat, with a rope, in order to tow the Sailing Boat afloat. This they accomplished; and had returned so near to their Companions, that Mr. Peters, with too much eagerness and impatience, stood up to throw the rope on board; in the act of doing which, he lost his balance, and upset the Boat.

The Current in Woolwich Reach is very strong; and the Sailing Boat then making much way through the water, and refusing to come round, Mr. Hoare could lend them no assistance: oars, and different articles, were thrown overboard, but without effect. A Collier, that was passing, and saw their distress, would give them no assistance: probably, as we hope, not being aware of the danger. Mr. Peters, unable to swim, was supported by his gallant Friend Captain Clarke; who, with his well known humanity, paid too little attention to himself: after repeated, and ineffectual efforts to save Mr. Peters, Captain Clarke's strength became quite exhausted, and he was seen gradually to sink. At that awful moment, a Boat put off to his assistance, and saw part of the body of Captain Clarke still floating; but before they could reach the spot, he sunk with his Friend to the bottom. Their bodies, after remaining four hours under water, were found, and placed during the night in the Sailing Boat: on the ensuing morning they were conveyed in two hearses to the house of Mr. Peters, in Park Street, Grosvenor Square, and were buried in the Church of St. Andrews, Holborn, on Tuesday the eighth inst.

Captain Clarke was well known, and universally respected in the Service. He was the third Son of the late Rev. Edward Clarke, and was brought up at Tunbridge, the same School where Sir Sidney Smith received his education, under Dr. Knox. The openness of his heart, and inflexible attachment unto truth, were soon remarked, and valued by his Master. He was introduced to the notice of Lord Hood by the late George Medley, Esq., his Godfather; and after distinguishing himself on several occasions, and particularly whilst First Lieutenant of the Lowestoffe Frigate, in an Action with two French Ships of superior force, (an account of which was given in the Memoir of Captain Buckoll), Lieut.

Captⁿ Houston was 1st Lieut.

Clarke was promoted to the Rank of Commander, by Earl St. Vincent, in the Mediterranean, at the request of the late Admiral Payne. After continuing on that Station for some time as Commander of *P'Aurore*, stationed at Gibraltar, Captain Clarke returned to England, as Commodore of Lord Nelson's Prizes; and it was owing to his skill, and judgment, that those Ships, in their then shattered state, ever arrived in safety: his fatigue, and exertions on that occasion, brought on a severe illness, under which he long laboured. During the year 1800, he was appointed by Lord Spencer to the *Braakel*, of 64 guns; and after having Admiral Holloway's Flag on board, during the Summer of that year, in Portsmouth Harbour, Captain Clarke was attached to the Egyptian Expedition: he received a Medal from the Grand Signior, a Box set with diamonds, and other marks of his favour; and was afterwards sent to protect our Factory at Smyrna, and to watch the secret cabal of the French in Greece. On his return to England he was ordered to fit for Admiral Russel's Flag: when it was discovered that the same Ship, which Captain Clarke had brought from the Levant, was not even safe to go round to Yarmouth.

During the Egyptian Expedition, Captain Clarke's humanity to our wounded Soldiers gained him the esteem of General Sir Ralph Abercrombie, and of Lord Hutchinson. At a considerable expense, and whilst himself and most of his Officers were severely indisposed with the fatigue they had endured, Captain Clarke was the blessed means of saving the lives of 350 of our wounded Soldiers, who were brought from the plains of Egypt, and had been sent away by many of the other Ships. This gallant Officer gave them up his own cabins, and ordered his Lieutenants to do the same; and then fed and nursed the maimed with his own hands. He then went to the Commander in Chief, Lord Keith, and procured Surgeons sufficient to attend them. On Captain Clarke's return to Europe he offered a passage in his Ship to the French General Le Grange, who has since commanded in the West Indies. The attention and courtesy which Le Grange thus experienced, he always declared should be returned, as they have been, should he ever take any Englishmen Prisoners.

Such, Mr. Editor, is a short Sketch of this amiable and excellent Officer; whose death, particularly at this moment, may be considered as a loss to his Country. Had he lived, his

undaunted spirit, and professional skill, would have been severely felt by our Enemies. Yet

“Sunk though he be beneath the watery Floor;
So sinks the Day Star in the Ocean Bed,
And yet anon repairs his drooping head,
And tricks his beams, and with new spangled ore
Flames in the forehead of the Morning Sky:
So Lycidas sunk low, but mounted high,
Through the dear might of Him that walk'd the Waves.”

MR. EDITOR,

I HAVE sent you an account, which I have just received from the West Indies, of the gallant conduct of Mr. Chapple, a young Midshipman, who sailed from England with Captain Cribb, on board the King Fisher Sloop of War.

AMONG the nine Prizes lately taken by the King Fisher, was a Spanish Privateer Schooner, called the *Isabella la Damos*. She lay close in under the high Land of la Guira; when the King Fisher observing her, ran in under the Land, and hoisted English Colours; upon which she hoisted Spanish, and fired a gun. The King Fisher then brought to, anchored, and opened her fire. Captain Cribb finding that the Privateer mounted only one gun, a nine-pounder, hoisted out a Boat, and sent her to take the Prize. But the Boat was kept off by a severe fire of musketry: he therefore hoisted out another Boat, in which this young Mid, the First Lieutenant, and 14 true British Tars, went as Volunteers. They put off in face of a dreadful discharge of grape and cannister shot from the Shore, and after enduring it for half an hour, at length succeeded in carrying away the Privateer, which proved to be a fine Vessel, containing 55 Men. On Mr. Chapple's return, Captain Cribb, who had heard of his bravery from the First Lieutenant, presented the Spanish Captain's sword to the enterprising young Mid, with these words:—

“Mr. Chapple, my First Lieutenant has informed me of your gallant conduct in cutting out the Spanish Privateer. Take this Sword for your reward, and God send that you may always show yourself as undaunted as you then were.”

MR. EDITOR,

ALTHOUGH the slightest attention to events apparently singular and extraordinary has been generally branded with

the appellation of ridiculous superstition, (and superstition is confessedly the never failing indication of a weak and imbecile mind), there are nevertheless several occurrences, simple in themselves when dissected, yet, when taken with all their coinciding circumstances, assume the appearance of preternatural mystery, even to the conviction of the strongest, and consequently most incredulous minds; and force the deepest thinking Philosopher to become sceptical, in defiance of his own reason, because that coincidence, which I have just noticed, appears too extraordinary to be attributed to the common chance of mortal events.

Totally devoid of superstition, I beg to relate a fact, which, if necessary, could be most indubitably established to the satisfaction of the hardest unbeliever.

Some time in the Summer of the year 1802, a young Gentleman, who was at school at an Academy at Greenwich, was unfortunately drowned. The Father of the Youth, an Officer in the Navy, was at the time some miles distant, enjoying himself with several friends in a situation to which a tame Raven, which was kept in the neighbourhood, had access: this bird he had frequently seen, but had never taken any notice of, neither had the bird particularly attempted to attach itself to him, but, on the contrary, was remarkably shy of coming near him, from the frequent repulses he had met with. On this day, however, the Raven came close to the chair on which the Gentleman was sitting, and by degrees (the conviviality of the moment taking off the Gentleman's attention from him) absolutely got upon his shoulder, and rubbed his beak against his face. Fearful he might do him some injury, the Gentleman endeavoured to shake him off, and so far succeeded as to displace him from the situation he had taken on his shoulder, but could not by any means drive him entirely from him: the Party soon after broke up, and the matter passed off, without any comment, except a few jokes on the occasion.

In little more than three hours, the Gentleman received the melancholy news above mentioned; and after the first surprise and grief were over, the circumstance of the Raven recurred to his recollection; and thinking it extraordinary, he particularly investigated the time when the unfortunate event took place, which, from the account given by the Master of the school, was, as near as could possibly be ascertained, precisely at the period the bird was on his shoulder.

J. C.

MR. EDITOR,

THE following Extract of a Letter from an Officer on board His Majesty's Ship *la Concorde*, dated Point de Galle, East Indies, 18th February, 1805, to his Father in Edinburgh, is worthy of a place in your interesting Publication.

I SUPPOSE by this time you will have received my last letter, dated at Sea, in company with the India Ships. After leaving them, which we did in a few days, we proceeded to the Seychelle Islands, a groupe of French Islands, not fortified, but all inhabited, in expectation of falling in with some French Vessels, in which we were not disappointed. After lying a few days at one of them, we discovered in the Offing a small Vessel; all our Boats were instantly manned and armed, and sent after, and in about three hours they brought her in. She proved to be *la Marengo*, a French Schooner, with a Cargo of Slaves on board. The Schooner and *la Concorde* sailed this night for another of the Islands, where we had intelligence of a French Brig at anchor, and next day we had the good fortune to add her to the number of our Prizes. She is called the *Zephyr*, but had no Cargo. The Inhabitants of these Islands treated us very well, and sent us a great number of presents. We only staid a few days longer at these Islands, and all three sailed for Bombay, where we arrived in safety. The Schooner sold for 4000 rupees, the Brig for 3000, and the Slaves for 130 each: several died on the passage. We had not remained at Bombay many days, before we got intelligence of a large French Privateer being off the Coast. The *Concorde* being the only Man of War lying in Bombay Harbour, was therefore sent in quest of her; and in three days we were so fortunate as to discover a large Sail standing right for us. The *Concorde* being disguised so as to resemble a Merchantman, the Privateer had ran almost within gun-shot before she discovered her mistake, when she immediately put about, and made all sail from us, and we in pursuit of her, firing our guns as they could be brought to bear upon her, and she firing her stern-chase guns constantly at us. It was ten P.M. before we came alongside of her, and then we commenced a well directed fire of round and grape shot, which she returned very briskly. When she got all her rigging cut, and every possibility of making her escape prevented, she struck. She proved to be *la Fortune* Privateer, pierced for 30 guns, having 24 on board, all long nine-pounders. A few days before she had taken the *Fly*, a Company's Cruiser, with the value of eight lacks

of rupees on board, three of which were in money and five in pearls: the pearls she left in the Fly, and the money she took on board. During the chase we evidently observed them heaving the money overboard, it falling in the water like pebbles, and since they have been on Shore they have confessed it; but, before sending them on Shore, they were overhauled, and every one of them stripped, when upwards of 4000*l.* were found about them, which they had plundered from different Vessels they had taken. They had two Men killed and six wounded; and, what is surprising, not a Man hurt with us. I believe she will turn out very well.

MR. EDITOR,

Waldershire, Sept. 12.

THE public mind, by recent events, being eased of its late anxiety, the present time appears to me not an improper one for the insertion of the following: provided therefore you find nothing of impropriety in these remarks, I beg the favour of your inserting them in your CHRONICLE, and you will oblige an old and constant Reader.

PALINURUS.

IT is with great pleasure we learn, that the long-expected increase of Pay is shortly to take place, to the Lieutenants and Masters in the Royal Navy.

The Master under a Third-rate has really not enough of Pay to support himself equal to the Society he is placed in—in a Sloop of War it is out of the question; it is a mere impossibility for him to pay his mess, and keep up the necessary appearance of an Officer.

There is another evil or misfortune attending his situation—he is not on an equal footing with his Messmates as to Rank; in fact he has none, consequently sometimes liable to be treated by the young and more unthinking part of those who happen to be his Messmates, with that stile of *hauteur* a Man's spirits can little brook.

But there is still a third and more serious evil attending the situation of this Officer; namely, he must for ever remain a Master—there is no point for his views to rest on; there is no incitement to energy and emulation, where there is no hope of preferment. Man, wherever he gives his constant care and attention, naturally looks for suitable and constant remuneration; for the moment his mind feels itself cramped and too much circumscribed,

that moment it becomes languid, and loses its zeal with its energy.

How must it mortify a Man who has been years in the Service to see young people put over his head, whom he himself had qualified for their Office; and who often, too often, are apt to forget the pains taken in their instruction! It must mortify a Man of the smallest feeling of heart or ambition of mind, to feel himself excluded totally from that promotion which is open to every other individual in the Royal Navy but himself. The Master, one would imagine, is entitled to some Rank as well as the Surgeon, who most certainly is on the Civil Department, while the other is to all intents and purposes an executive Officer, charged with a most important and heavy duty.

MR. EDITOR,

I HAVE sent you a List of the Post Captains in the Royal Navy in the year 1751, with the dates of their Commissions, which may prove interesting, particularly to your professional Readers.

S. C. S.

[Explanation of the Abbreviations.]

s. c. Superannuated Comptroller.—c. Commissioner.—y. Captain of Yacht—g. Guardianship.—s. in Service.—1. Treasurer of Greenwich Hospital.—2. Lieutenant-Governor of Greenwich Hospital.—3. Commissioner of Customs.—4. Commodore at Jamaica.—5. Captain of Greenwich Hospital.—6. Comptroller of the Navy.—7. Commodore at Barbadoes.—8. Commodore in the East Indies.—9. Ditto at Newfoundland.—10. Ditto in the Mediterranean.

e. Richard Hughes... June 19, 1702.	W. H. Fleming.... July 26, 1728.
Humphry Pudner.. July 10, 1703.	Israel Sparks..... April 9, 1729.
Robert Harland... March 24, —	J. Wingate 6, 1732.
Walter Pigot..... Nov. 13, 1707.	y. W. Parry 18, —
1. James Gunman.... Dec. 20, 1708.	1. 2. pay c. J. Towry. Nov. 7, —
c. C. Brown March 18, —	James Compton ... Dec. 13, 1734.
c. Philip Vanburgh .. Nov. 27, 1710.	Nicholas Robinson. May 8, 1735.
J. Fletcher March 7, —	Harcourt Master .. Jan. 3, 1737.
Sir Ed. Blacket ... Jan. 1, 1712.	Digby Dent June 9, 1738.
c. Tyrwit Cayley Jan. 1, —	Temple West..... June 13, —
c. Ed. Falkingham ... Feb. 26, —	George Pocock... Aug. 1, —
Francis Hume..... July 24, 1713.	Thomas Cooper.... Nov. 14, —
Thomas Williams.. July 9, 1715.	4. G. Townshend Jan. 30, —
Fr. Blake Delaval . March 26, 1719.	Edmund Strange ... Feb. 14, —
1. 2. pay c. W. Davies. June 30, —	Peter Lawrence ... July 16, 1739.
Humphry Orme ... June 1, 1720.	James Rycant Aug. 10, —
v. J. Weller April 7, 1721.	5. James Lloyd..... 30, —
2. Francis Dansays... Jan. 25, 1725.	6. Savage Mostyn.... Dec. 17, —
Samuel Mead Aug. 29, 1727.	Francis Holbourne. Feb. 15, —
W. Miller..... Nov. 8, 1727.	Henry Harrison ... 28, —

y. Robert Allen.....	May 8, 1740.	Elliot Smith.....	Feb. 25, 1741.
Thomas Cotes.....	12, —	Samuel Cornish....	March 12, —
8. W. Lisle.....	May 28, 1740.	y. Sir C. Molloy....	April 6, 1742.
Matthew Michell..	June 30, —	Thorpe Fowke....	May 24, —
y. T. Limeburner....	July 11, —	Francis Geary....	June 30, —
Robert Pett.....	15, —	James Hodson....	July 24, —
Brad. Thompson..	—	Smith Callis.....	Aug. 9, —
Thomas Frankland..	—	J. Wickham.....	Nov. 1, —
/ Henry Powlett....	—	3 9. G. Brydges Rodney	— 9, —
C. Wager Purvis..	18, —	g. Merrick de l'Angle	— 13, —
R. H. L. Mon. Bertie	—	W. Barnaby.....	Dec. 9, —
1. Peter Osborn.....	28, —	W. Fielding.....	Jan. 11, —
Solomon Gideon... Sept. 6, —		Edward Dodd.....	25, —
Robert Maynard..	22, —	Samuel Goddard..	Feb. 1, —
Roger Martin.....	24, —	J. Pitman.....	8, —
Henry Norris.....	26, —	Peter Toms.....	12, —
Essex Holcombe..	Oct. 12, —	Richard Watkins..	24, —
Richard Hughes... 24, —		g. T. Sturton.....	March 28, 1743.
H. George Murray	Nov. 3, —	Polycarpus Taylor.	May 2, —
y. Richard Edwards..	4, —	James Young.....	16, —
C. Colby.....	Jan. 12, 1740.	W. Marsh.....	25, —
Nath. Watson.....	16, —	a. Edward Pratt'en..	June 2, —
H. Swaysland.....	23, —	George Stepney...	11, —
David Cheap.....	Feb. 19, —	W. Boys.....	25, —
g. Hon. J. Hamilton..	—	J. Watkins.....	Aug. 4, —
Edward Herbert... March 5, —		Arthur Scott.....	—
John Brett.....	March 25, 1741.	Warwick Calmady	Sept. 30, —
T. Brodrick.....	—	g. Piercy Brett.....	—
Daniel Hore.....	April 10, —	C. Powlet.....	Oct. 10, —
a. T. Pye.....	13, —	Charles Catford...	14, —
H. Godsalve.....	May 17, —	J. Moore.....	Dec. 24, —
H. Ward.....	25, —	Richard Tyrrell...	26, —
H. Dennis.....	June 6, —	J. Sincoe.....	28, —
Benjamin Fenwick	8, —	Frederick Cornwall	Feb. 11, —
George Cokburne..	11, —	a. R. Robinson.....	22, —
T. Tucker.....	July 17, —	Alex. Lord Colvill.	March 6, —
/ Charles Hardy....	Aug. 10, —	James Douglas....	19, —
Sheldrake Laton..	25, —	T. Hanway.....	April 5, 1744.
Earl of Northesk..	—	George Elliot.....	May 12, —
Rupert Waring....	Sept. 16, —	Edward Spragge..	June 11, —
Hon. H. Aylmer... 18, —		Edmund Toll.....	14, —
2. Charles Saunders..	26, —	Richard Collins....	July 7, —
R. Young.....	Oct. 1, —	T. Mogg.....	16, —
Jos. Hamar.....	22, —	Ormond Thompson	26, —
J. Lovett.....	Nov. 16, —	g. J. Bentley.....	Aug. 1, —
Frederick Rogers..	Dec. 2, —	W. Gordon.....	4, —
Hon. G. Dawnay..	Jan. 8, —	g. H. G. Edgcumbe..	9, —
g. Charles Stevens... 11, —		Robert Swanton..	27, —
J. Pritchard.....	Feb. 5, —	J. Wilson.....	30, —
Philip Durell.....	6, —	Lachlin Leslie....	Sept. 8, —
Charles Holmes...	20, —	Samuel Graves....	11, —

<i>g.</i> J. Osborne	Sept. 28, 1744.	Thomas Allison....	Feb. 9, 1746.
<i>g.</i> W. Parry	Oct. 2, —	<i>g.</i> Robert Harland...	March 19, —
J. Hardy	17, —	James Sayer	20, —
J. Bowdler	Nov. 8, —	Ed. Falkingham ...	26, —
Patrick O'Hara....	16, —	Jervis H. Porter ..	April 3, —
Coningsby Norbury	17, —	<u>Hon. Rd. Howe</u>	10, —
<i>4</i> <i>1.</i> H. Aug. Keppel ..	Dec. 11, —	Andrews Jelfe	14, —
J. Amburst	29, —	<i>s.</i> Wash. Shirley	19, —
George Durell	Feb. 3, —	<i>s.</i> Samuel Faulknor ..	21, —
Peter Denis	9, —	J. Douglas.....	22, —
<i>s.</i> Richard Jasper	13, —	<u>Hugh Pigot</u>	—
Hon. Arch. Stuart	20, —	Julian Legge.....	May 6, —
Edmund Horne....	22, —	<i>s.</i> <u>Mol. Shuldham</u>	12, —
Arthur Forest	March 9, —	Robert Wellard ...	31, —
Richard Tiddeman	—	James Webb	June 25, —
Robert Hughes....	April 2, 1745.	Anthony Kerly....	July 2, —
<i>g.</i> Hugh Bonsoy	12, —	Henry Huish.....	12, —
Tim. Nucella.....	—	J. Cockburne	19, —
R. Jefferis	May 1, —	<i>s.</i> Joseph Knight	31, —
<i>g.</i> W. Montague.....	23, —	Thomas Knowler ..	11, —
<i>g.</i> Arthur Gardiner...	27, —	O'Brien Dudley ...	—
<i>g.</i> Lionel Daniel	28, —	J. Vaughan	—
<i>g.</i> Matthew Buckle ..	29, —	J. Lloyd	Sept. 4, —
R. Mann	June 22, —	<i>s.</i> C. Proby.....	17, —
<u>Clark Gayton</u>	July 6, —	<i>s.</i> J. Fergusone	Oct. 6, —
<i>g.</i> T. Stanhope	12, —	<i>s.</i> Robert Duff	23, —
T. Andrews	15, —	<i>s.</i> J. Reynolds	30, —
J. Hume	20, —	Frederick Hyde ...	Nov. 11, —
Henry Rosewell ..	21, —	<i>s.</i> <u>Hugh Palliser</u>	25, —
<i>g.</i> Justinian Nutt	Aug. 12, —	Charles Wray	Dec. 9, —
J. Orme.....	20, —	<i>s.</i> Hon. J. Byron	30, —
S. Maisterson	26, —	Hon. A. J. Hervey	Jan. 15, 1747
J. Hill	—	George McKenzie..	24, —
Henry Cosby	—	<u>Matthew Barton</u> ...	Feb. 7, —
Henry Dyve.....	Sept. 2, —	Thomas Latham ...	March 14, —
<i>s.</i> W. Bladwell.....	17, —	<u>Peter Parker</u>	May 6, —
J. Barker	19, —	<i>s.</i> Patrick Baird	27, —
Richard Spry	23, —	Richard Groynn...	—
<i>s.</i> J. Rous	24, —	<i>s.</i> <u>H. S. Barrington</u> ..	29, —
Thomas Noel	Nov. 12, —	<i>s.</i> <u>M. Arbuthnot</u>	June 22, —
J. Weller, jun.	29, —	<i>s.</i> <u>Robert Roddam</u> ...	July 9, —
J. Fowler	Dec. 2, —	Samuel Marshall ..	17, —
<i>s.</i> Lucius O'Brien....	3, —	<i>s.</i> W. Brett	18, —
Hon. W. Bateman..	27, —	R. Askew	Aug. 21, —
Thomas Bloss	Jan. 2, 1746.	Edward Clark	Sept. 11, —
<i>g.</i> <u>J. Montagu</u>	15, —	George Darby	12, —
Abel Smith	22, —	<i>s.</i> W. Salt. Willet....	Oct. 1, —
Cotton Dent	23, —	T. H. Huchenson ..	—
<i>g.</i> Charles Knowles ..	—	<i>s.</i> J. Campbell.....	Nov. 23, —
W. Harman	26, —	Christopher Hill ...	Dec. 5, —
Thomas Craven....	Feb. 8, —	James Gambier....	—

Michael Everitt ...	Dec. 23, 1747.	Mark Milbank	May 21, 1748.
s. W. Lloyd	Jan. 12, 1748.	James Kirk	June 23, —
S. Scott	— 29, —	Nicholas Vincent ..	July 5, —
s. Fr. W. Drake	— — —	Edward Wheeler ..	— 23, —
Edward Hughes ..	Feb. 6, —	W. Martin	Aug. 16, —
R. Haldane	— 24, —	Richard Clements ..	Sept. 29, —
Edward Jeykyl ..	March 5, —	J. Rowzier	Oct. 9, —
David Brody	— 9, —	s. W. Mantull	— — —
H. Marsh	— 12, —	s. J. Storr	Nov. 1, —
Hyde Parker	— 24, —	Vincent Pearce	— 4, —
W. Holbourne	April 15, —	Thomas Saumarez ..	— 27, —
s. J. Evans	— 20, —	Andrew Cokbourn ..	Jan. 16, 1748.
Edward Keller	— 26, —	James Campbell ..	— 26, —
Matthew Whitwell ..	May 6, —	W. Preston	March 1, —
s. H. Barnsley	— 7, —	Edward Christian ..	July 28, —

PLATE CLXXXIX.

MR. EDITOR,

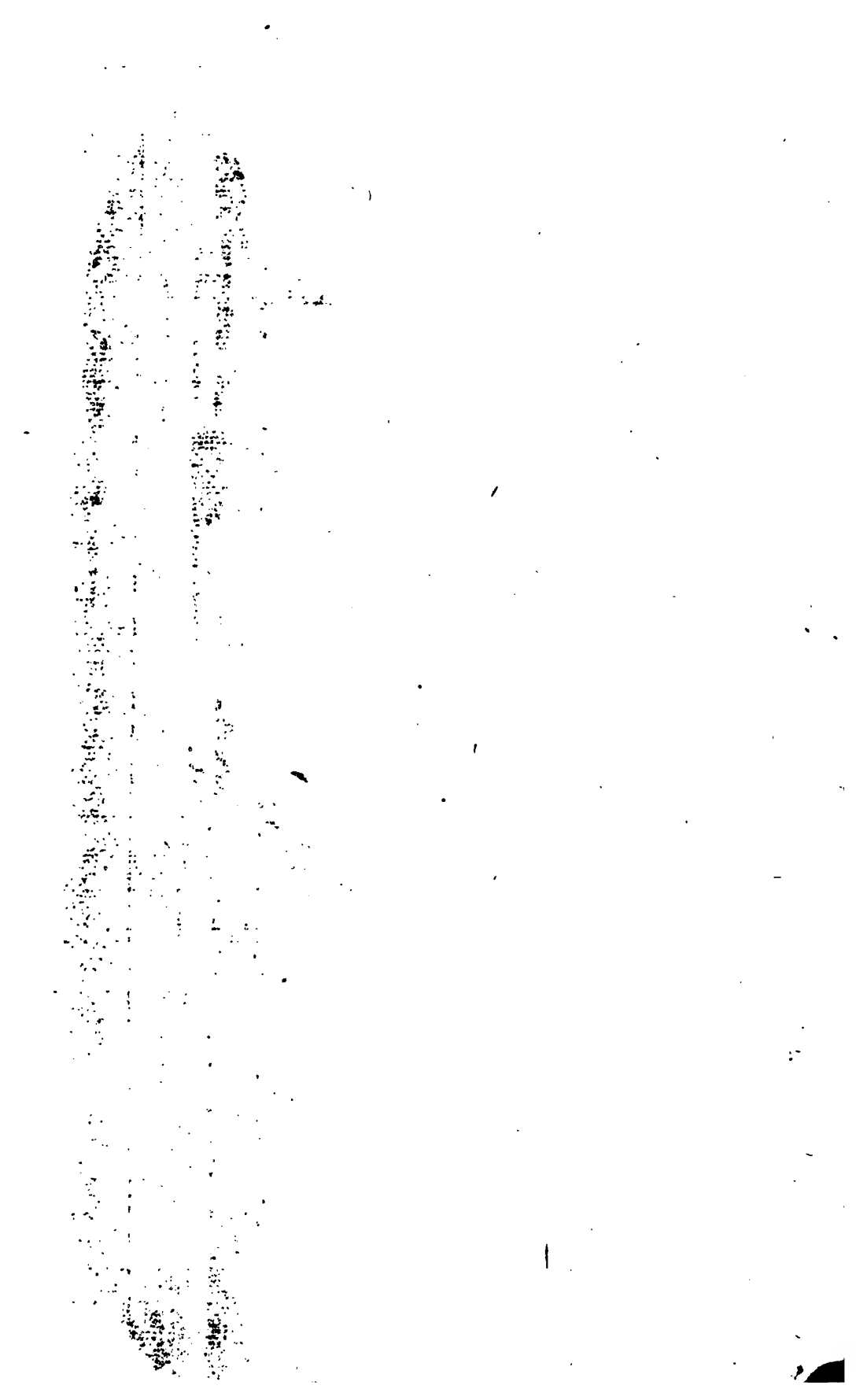
THE accompanying Sketch of the City of New York was taken from the Anchoring Ground near Governor's Island; a Pilot Boat is introduced in the Fore Ground, and a Ship in the distance, sailing towards the Passage of Hell Gates, formed by York and Long Islands.

Your humble Servant,

August 27, 1805.

G. T.

NEW York City, on the Coast of North America, is at the bottom of a spacious Gulf or Bay, which is about nine miles in length and four in breadth. It is situated on a point of Land, at the south extremity of the Island so called, formed by Hudson's River on the west, and Long Island Sound on the east. The Narrows, at the south end of the Bay, are not quite two miles broad, and open into the Ocean; the passage up to New York from the projecting point of Sandy Hook, is about 25 miles, and very safe. The usual Channel goes between the east and west Banks, in 22 or 23 feet water; but an 80 gun Ship may be brought up, through a narrow, winding, and unfrequented Channel between the north end of the east Bank and Concy Island. This City has no Harbour, the Ships lying off in the Road on the east side of the Town. Its Quays are very commodious, and its Warehouses large and spacious; and it is frequented by great numbers of Ships both employed in Trade and in the Fisheries. Its lat. is 40° 43' north, and long. 74° 10' west. It has been observed, that the Sea Coast from hence to the southward is all low, flat, and sandy, quite to Cape Florida.



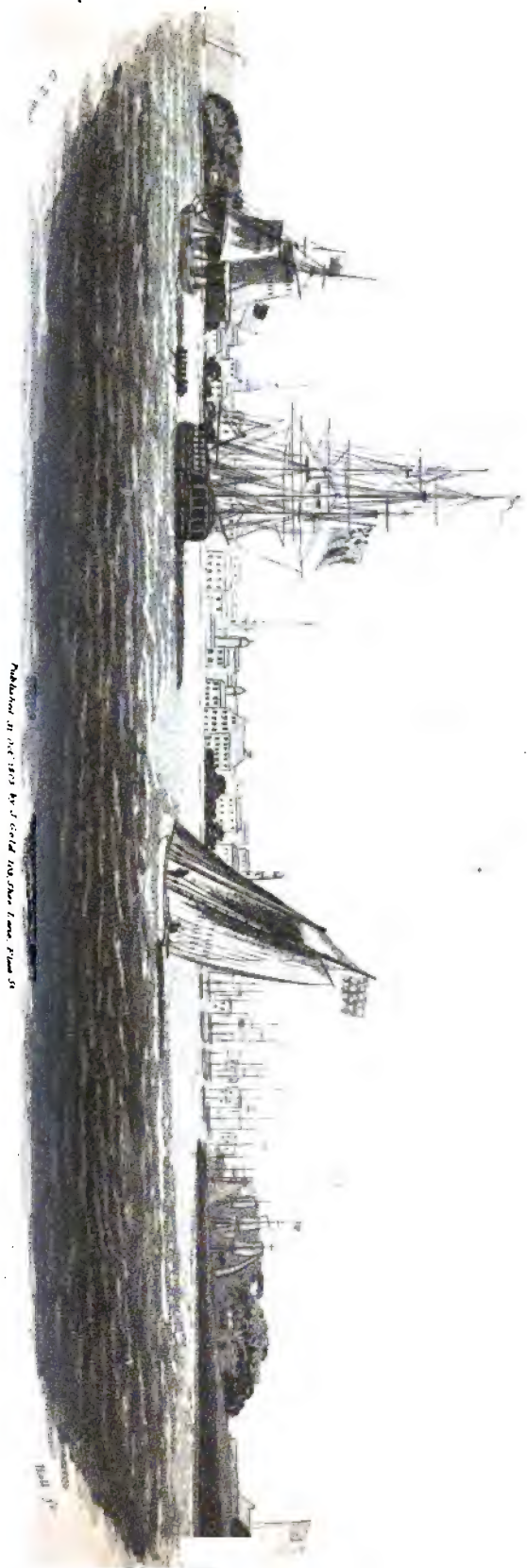
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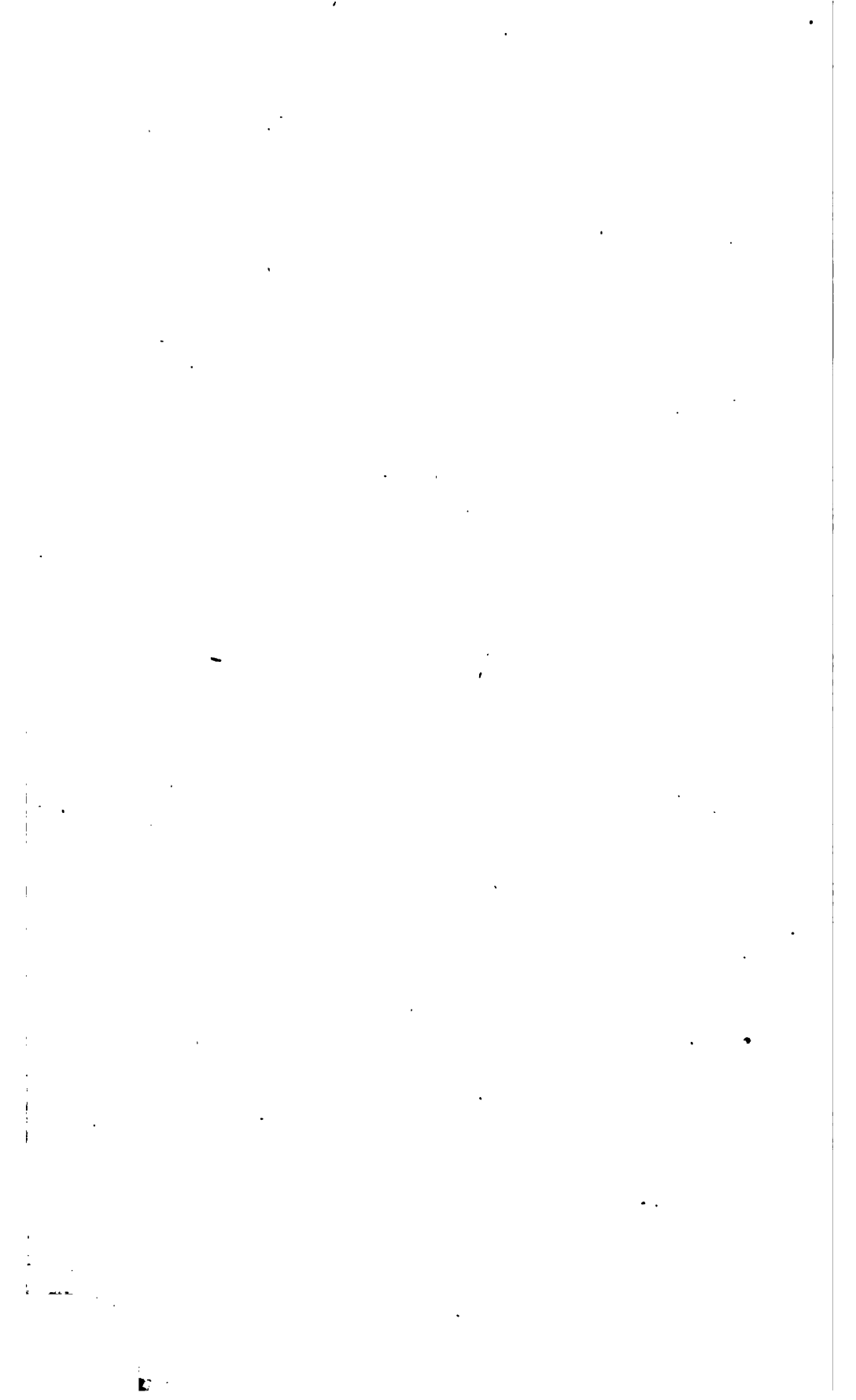
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Published in 1873 by J. Gould, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000



New York Island, at the south extremity of which is the City of its name, is about 14 miles in length and three in breadth; and by means of a bridge at the north end, called King's Bridge, it is united to the Continent, where the River is about as broad as the Thames at Fulham: it is surrounded by this River on the north, by Hudson's River on the west, and by the east River on the east.

HISTORICAL AND DESCRIPTIVE ACCOUNT OF MOUNT HECLA.

(From OLAFSEN and POVELSEN's *Travels*.)

THIS Mountain, which is better known to strangers than any other, is one of the inferior elevations of Iceland. The annals call it by its proper name, which is Hekluþiall; from which Foreigners, and particularly the Germans, have formed their Hekensfeld. It is not a Promontory, nor is it situated on the Sea Shore, as it has been represented in a number of Charts. It lies to the west of the Glacier of Tindfallojœckel; and now beyond the canton of Rangáarvalle, though it was formerly within this canton; but its numerous eruptions have so ravaged the surrounding Country, that the people have withdrawn from it. On arriving at a habitation called Selsund, near Mount Hecla, the owner wished to become our Guide. He was well acquainted with the Country around this Mountain, though he had never travelled farther than its base; for the people consider it as an act of rashness to attempt to examine the Mountain, and they assured us that it would be impossible to ascend it on account of great numbers of dangerous bogs, which they asserted were always burning with sulphuric fire, and exhaling smoke; while the summit, according to them, was covered with boiling springs, and large craters which continually propelled fire and smoke. They told us that Hecla was provided with a guard of black and singular birds of the conformation of the raven, armed with beaks of iron, with which they gave a very unpleasant reception to those who had the temerity to climb the Mountain. This story is one remnant of the popular prejudices that have been formed with regard to this Mountain. Our Guide, nevertheless, assured us that he never perceived either the birds, the fire, or the smoke.

We had an opportunity during our journey to Mount Hecla, to contemplate its environs, which on the south and west sides afford the most afflicting specimens of frequent eruptions. The finest part

of the Territory in question is covered by torrents of melted stone, sand, ashes, and other volcanic matter. Between the sinuosities of the Lava we observed, in different parts, some portions of meadows, walls, and broken hedges; and our Guide informed us, that on the east and north sides the devastation was still greater, and afforded dreadful traces of the ruin of the Country and its habitations.

There are neither grass nor plants to be met with to the extent of two leagues round Mount Hecla, in consequence of the soil being covered with stones and lava; and in some parts where the subterraneous fire has broken out afresh, or where the matter which was not entirely consumed has become ignited again, the fire has contributed to form small red and black hillocks and eminences from scorïæ, pumice-stone, and ashes. The nearer we approach towards the Mountain, the larger are these hillocks; and there are some of them the summit of which is a round valley, whence the subterraneous fire ejects the matter just mentioned.

As we approach towards Mount Hecla, the ground becomes almost impassable, particularly near the higher branches of lava which have been thrown from the Volcano. Round the latter is a mountain of lava, consisting of large melted flag-stones, which are from forty to seventy feet high, and in the form of a rampart, or wall. We were here obliged to leave our horses; and even our Guide begged to be excused from attending us any farther, under the pretence that he had a violent head-ache; but the real reason we suspected rather to proceed from the operation of his prejudices with respect to this terrific Volcano. The flag-stones alluded to were detached, and mostly covered with moss; while between them were very deep holes, which prevented us from advancing without the greatest circumspection. We ascended on the western side. The rocks appeared very strange to us, for they cracked continually under our feet, which at first gave us much uneasiness; but on investigation we observed that the rock itself had been consumed, and was reduced to pumice-stone, which was disposed in their horizontal layers, fractured in every direction. From this circumstance, an idea may be formed of the intensity of the fire, which could thus consume a whole Mountain: for if Hecla were for a few times to take fire again, all the rocks that compose it would fall into ashes.

We continued to ascend, without meeting any obstacles that impeded our attempts, by small slopes which we found at intervals, of which we passed seven before we reached the summit. We

found in the breaches and fissures, which were numerous, a quantity of white, black, and red polishing stones (*skuurstein*), the first of which was uncommonly fine and light. This circumstance tends to support the account of Mount Hecla having vomited water, though in a far less quantity than the devastating torrents of Katlegiaa. Here has also been found, after the different eruptions of Mount Hecla, a great quantity of salt, sufficient to load a number of horses, which in no small degree tends to confirm the opinion of the connexion between Volcanoes and the Sea. Such a communication may reasonably be presumed, particularly with respect to the Volcanoes and Glaciers of the eastern parts of Iceland, on account of the great extent of their bases. In fact, these Mountains vomit a much greater quantity of water than the solution of the ice would afford; and it has even been observed, that a vast quantity of rock salt may be contained within it; but its bowels undoubtedly extend to a level with the Sea. Besides, independently of the opinion so generally received by learned Men of all Countries, that there is a secret connexion between this Mountain and Etna in Sicily, since the two Volcanoes have so often been observed to burn at the same time, a number of curious examples are known, which prove the sympathy between Hecla, at the time of its eruptions, and the other Volcanoes in Iceland more distant from it than it is itself from the Sea. It was on the night of the 19th of June that we ascended the Mountain. The weather was serene and calm, but when we had attained a certain height we began to feel cold: the surface was covered with ice and snow; not however of the nature of those of the Glaciers, because here the ice melts in Summer, except such as remains in the deep fissures and holes. On reaching the ice we found it covered with snow that had lately fallen, which we ascertained to be deeper and deeper in proportion as we ascended: at the summit of the crater it was a foot and a half. The whole of this, as well as the preceding day, the air had been clear in the canton beneath the Volcano; but like the other Mountains, it attracts the clouds that envelope its summit, without their being perceived by the Inhabitants. It is worthy of remark, that the snow had fallen only on that part of the Mountain which was covered with ice, and not below; so that it may be concluded that the ice which is on the Mountains in Summer is the measure or degree of elevation, or that region of the air, where the thick clouds and vapours can collect and float in the atmosphere; though the air may be pure and serene in the lower regions; hence at this height the air

possesses a certain density. In other respects Hecla is only a small Mountain, compared with the high Glaciers and mountainous chains of the interior parts of Iceland. Its circumference is from three to four leagues; and its height, by approximation to that of the other Mountains which have been measured, is about three thousand feet above the plain of sand that is below the rampart of lava. Its elevation above the Sea is yet unknown.

After a fatiguing journey, up to our knees in snow, we at midnight reached the summit of Mount Hecla. A perfect silence prevailed; and we could perceive nothing but ice, and neither fissures, streams of water, boiling springs, smoke, nor fire. It was as light as at noon-day, so that we had a view of an immense extent. We looked over all the Glaciers in the eastern part; and in the distance we saw a high and square Mountain, which our Guide had previously informed us was the ancient Volcano of Hærdabreid, which appeared to us like a large Castle. We also discovered all the high Mountains in the northern quarter.

Not meeting with any thing remarkable on this Mountain, we descended by the western side, along a ravine or deep valley, which runs from the summit to the base. There is some reason to believe that this ravine is the bed of a river of lava which the Volcano ejected in the year 1300; since the annals assert, that during this eruption Hecla was split from top to bottom: and though the cavity in question now bears the appearance of a deep valley, it is certain that when formed it was laid open to the bowels of the Mountains; but when the eruption ceased, it was soon filled with the stones, rocks, and gravel, that fell into it. At length we rejoined our Guide at the bottom of the hill, and found that he had got rid of his head-ache: he expressed his surprise at seeing us return safe.

From every probability, this Island must have been subject to eruptions long before Iceland had any Inhabitants. One of the annals states the first eruption, after it was peopled, to have occurred in the year 1004; and another chronicle asserts that the one of 1029 was the third. But in general the histories of the Country do not agree on this point: for from certain annals which speak only of great eruptions, Mount Hecla appears to have undergone no more than twelve; while others contend that sixteen have taken place. We, however, after attentive reading and careful research, ascertained that it has experienced twenty-two eruptions, without reckoning those of which the periods are uncertain, though many take them into the account; because the same

eruption has sometimes lasted upwards of a year, or one has commenced in Winter and continued till the succeeding Spring. Most of the annals of Iceland agree in stating that the first known eruption of Mount Hecla took place between the years 1004 and 1006; while the last overflow of its crater was in the year 1693. A fire broke out among the surrounding lava in the year 1723.

In 1554 there were remarked several violent eruptions from the Mountains contiguous to Hecla on the northern side, and the fire appeared for the last time in 1754 in the lava to the west of this Volcano: the fire in question lasted three days.

The intervals between the eruptions of Hecla are very unequal: for from two to five or ten years sometimes scarcely pass in tranquillity, while at others from fifty to sixty years occur between two eruptions; and in 1765 upwards of seventy years had elapsed since the last fermentation; on which account the Inhabitants were daily expecting an eruption more violent than ever.

In 1766 their fears were realized: for on the 5th of April an approaching eruption was announced by earthquakes, and it began by an exhalation of smoke and flame; while pebbles and large stones were propelled to a prodigious distance. The fermentation recommenced in 1767; and in 1768 flames still continued to rise at night from the crater.

PHILOSOPHICAL PAPERS.

ANSWER TO QUERIES 13, 14, 15, AND 16.

[Continued from Vol. XI, page 372.]

IS the true cause of the saltness of the Sea well understood? If so, what is the cause?—Is rock-salt a concretion from Sea water? or, is the Sea water salt from the rock-salt which it dissolves, and the other salts from the earth, which it imbibes?—Is the Sea saltest in high or low latitudes, in deep or shallow Seas?—Is it saltier at the surface during a Storm or in a Calm?

FROM the consequences we may naturally infer that the saltness of the Sea resulted from the necessity of preserving it from putridity, and that it has been equally salt *ab origine*; yet some have been weak enough to suppose that it has been gradually increasing in saltness from the creation to the present time, which would imply that it was originally fresh. That Sea water must have existed prior to fresh water is evident, it being the universal source and grand reservoir whence all Springs, Fountains, and Rivers proceed, and of course could have received no fresh water,

until it had first supplied the means. The wonder is no greater that the Sea is and has been eternally what it is, than that the Sun is hot and bright, the face of Nature green, and that Fountains and Rivers, that pervade various strata of the Earth, are fresh and sweet. It has been the prevailing opinion, that the Sea is salt from the earthy salts which it has been perpetually dissolving, and from the salts which Rivers carry into it. But if its saltness arose from such causes, Rivers should be salt from the same cause, yet we do not find that those of the greatest depth and greatest extent are in the smallest degree brackish even at their mouths. Beside, in admitting the above opinion, it would follow that shallow Seas, covering a great extent, and especially those waters that wash the Shores with so much violence, should be the saltest, if Sea water derived its saltness from the Earth; whereas the reverse is known to be the fact, and in high latitudes it is found to be saltier than in low, as shallow Seas are always found to be the freshest, though not in the neighbourhood of any extensive River. A material difference also prevails in the saltness of the Sea in different latitudes. The water of the Baltic Sea is said to contain one sixty-fourth part of its weight of Salt; that of the Sea between England and Flanders, the thirty-second part; on the Coast of Spain, the sixteenth part; and between the Tropics, from one eleventh to one eighth part. This great difference in the saltness of the Sea, argues the necessity for its being particularly so in hot climates, otherwise putrefaction would ensue; and is conformable to the universal plan of Nature, that has adapted all things to their suitable climates. The saltness of the Baltic Sea would not preserve it from corruption in the Torrid Zone. The Sea water over against Guinea, in the Ethiopic Ocean, is said with once boiling to yield a white salt as fine as sugar; which cannot be produced from the water of any of the other Seas of Europe, without frequent boilings. This extraordinary saltness of the Tropical Seas, may in some measure result from the powerful effect of the Sun's vertical rays, which exhale in vast abundance the fresh particles only, at the surface, leaving the salt wholly behind; very little or none of the vapour thus raised from the Tropical Seas, or of that absorbed by the Winds which sweep the surface, returning to it either by rains or dews. The varieties in the saltness of the Seas of different climates may therefore wholly arise from the influence of Sun and Wind; and consequently those Seas that emit least vapour, and receive most fresh water, by rains, snows, and rivers, must undoubtedly be least salt, and *vice versa*.

Sea water is very full of impurities, chiefly of the saline kind. There are three compound salts found in Sea water; viz. first, common salt, or a compound of muriatic acid and fossil alkali; second, salited magnesia, or a compound of muriatic acid and magnesia; third, gypsum, or a compound of vitriolic acid and lime. The proportion of these ingredients in Sea water brought from the Cape of Good Hope, according to Bergman's analysis, in a thousand parts, thirty-three of the first, nine of the second, and one of the third, making about forty-three parts in a thousand. How these ingredients came to be in the Sea water, can only be conjectured.

[To be continued.]

THE MARMENILL; OR, SEA MAN.

(From OLAFSEN and POVELSEN's *Travels*.)

MANY centuries have elapsed since authors first wrote about the Marmenill. Torfaeus, in his "History of Norway," says, that it is met with in Iceland; and Bishop Pontoppidan assures us, in his "Natural History of Norway," Vol. II, page 302, that there are several species of it. M. Stroem, in his "Sundmæschen," page 287, is very angry with those who will not believe in its existence; and Childrey asserts it, as a fact, that some Fishermen caught one on the Coast of Suffolk in 1187, and that another was taken in Yorkshire in 1535. It is said that two have been caught in the Sea near Iceland: one when the Island first became inhabited, which is mentioned in the Landnæma Saga; and the other in 1733, near Talkknefiord, in the Bailiwick of Bardestrand: and it is likewise true, that there was found in the belly of a Shark an animal that resembled a Man. All those who saw it did not doubt for an instant that it was the body of a Marmenill, and not that of a human being. M. Wernhard Gudmussen, Curate at Ottterdal, which is situated in the same Bailiwick, gave us some very circumstantial details of this; and added, that if we desired it, he would procure certificates from all the persons who had seen it. The following is his account:—The lower part of the animal was entirely eaten; while the upper part, from the epigastric and hypogastric region, was in certain places only half devoured, but in others entirely: the sternum or breast-bone was perfect. This animal appeared to be about the size of a Boy eight or nine years old, and its head was formed like that of a Man. The anterior surface of the occiput was very protuberant, and the nape of the neck had a considerable indentation or sinking. The alæ of the ears

were very large, and extended a good way back. It had front teeth, which were long and of a conical form, as were also the larger teeth: the eyes were like those of a cod-fish. It had on the head long, black, and hard hair, very similar to the *Fucus filiformis*: this hair hung over its shoulders. Its forehead was large, and round at top. The skin above the eye-lids was much wrinkled, scanty, and of a bright olive colour; which indeed was the tint of the whole body. The chin was rather cleft at bottom; the shoulders were very high, and the neck uncommonly short. The arms were of their natural size, and each hand had a thumb and four fingers covered with flesh. Its breast was formed exactly like that of a Man, and there were to be seen something like nipples (*papillæ*); the back was also like that of a Man. It had very cartilaginous ribs; and in parts where the skin had been rubbed off, a black and coarse flesh was perceptible, very similar to that of the Seal. This animal, after having been exposed about a week on the Shore, was again thrown into the Sea."

This is the history of the Marmemill, or Sea Man, in question. If we reflect on the change which an animal undergoes on remaining some time in the belly of a Shark, whose propensity for human flesh is well known (as entire corpses have been found in its body); when we recollect, that in a short time this fish can travel a vast distance, and suddenly convey itself from one Shore to another: and lastly, however little we consider that the imagination represents every thing very different from what it actually is; we are almost induced to believe that this thing was a Man. But, on the other hand, if the description be exact, it will be observed, that neither the hair, teeth, nor fingers, resembled those of the human species. It must also be remarked, that the Inhabitants of Iceland always scrupulously collect and decently bury the corpses or limbs which may be either thrown ashore by the Tide, or found in whales and other large fish; and hence, those who saw the animal in question would have made much hesitation in leaving it on the Shore for a week, and afterwards throwing it into the Sea, unless they had been convinced it was not the corpse of a human being.



ABSTRACT OF DE LALANDE'S HISTORY OF ASTRONOMY FOR THE YEAR 1804.

THIS year is as remarkable as 1801 and 1802, since it presents us with the discovery of a new Planet. The circumstance was accidental, it is true; but it was prepared and directed by the

labours of an able observer. M. Harding wrote to me as follows, on the 10th of November, from Lillienthal, near Bremen :—

“ I had engaged in an undertaking, in which I had been occupied above a year. Every favourable night I composed a small Atlas to represent the Zodiac of the two Planets recently discovered by Messrs. Piazzi and Olbers. The smallness of these two Planets, which, in most of their positions, are only of the eighth or ninth magnitude, requires a perfect knowledge of all the small Stars that are in this Zodiac. The celestial Charts hitherto published are not sufficiently detailed, and cannot convey a knowledge, at the first sight, of those two small Planets, because they represent no Stars but what are of the seventh or eighth magnitude. This consideration induced me to compose more detailed Charts, to contain all the Stars down to the ninth and tenth magnitudes; an undertaking which would formerly have been immense, but is now greatly facilitated, since you have made Astronomers acquainted with fifty thousand Stars which are in your *History of the Heavens*.

“ This enterprise, which procured me a minute knowledge of the starry firmament, furnished me with the opportunity of discovering the new Planet. On the 1st of September, comparing the sheet of my little Atlas with the Heavens, I found, between No. 3 in Mayer's Catalogue, and a Star mentioned in your History, another unknown Star, which I had never before seen in that place. I marked it in my Chart as a Star having $2^{\circ} 25'$ right ascension, and $36'$ of northern declination, without suspecting any singularity. On the 4th of September this Star was gone, but at 2° of right ascension and $1'$ of northern declination, I observed another Star, which I had not perceived three days before. I began to suspect a motion in the unknown Star, and the more strongly, as I found neither of the two Stars marked in a Chart drawn last year, though I had introduced into it Stars of a much feebler light. I therefore hastened to observe it with the micrometer, to determine its position; but a fog intervened, at the moment when I had brought the Star to the field of my telescope. I waited with impatience till the following day, and found that the Star had changed its place considerably. The micrometer gave me its position for 11h. $12' 45''$ mean time, $1^{\circ} 51' 51''$ right ascension, and $11^{\circ} 26'$ south declination. After this observation, I no longer doubted that it was a moveable Star, and perhaps a Planet; because, when seen by our largest telescopes, it had neither tail nor nebulousity, so that it could not be a Comet. I hastened to apprise Messrs. Olbers, Gauss, Bode, and Baron Von Zach, of the cir-

cumstance. The first commenced his observations the 7th of September. I prosecuted mine till the 27th, when I was informed that M. Von Zach had commenced a course of observations with capital instruments."

After the receipt of this letter from M. Harding, I learned that M. Gauss, an able Astronomer of Brunswick, had already thrice calculated the Elements of the Orbit of this Planet. I shall presently give a statement of the last. On the other hand, M. Burckhardt at Paris communicated to us elements, which on the 23d of November were so perfect, that they differed but little from those of M. Gauss. M. Burckhardt continued to correct them till the 24th of December.

The following are the observations made by M. Burckhardt at the Military School, and which he made use of to calculate the Orbit:—

Mean Time at the Observatory, 1804	Right Ascension.	Southern Declination.
	° ' "	° ' "
September 23, at h. ' " 11 46 12	359 7 0.3	4 5 41.9
October 4, at, 10 55 47	357 19 26.4	6 37 43.6
— 19, at, 9 49 48	355 34 1.5	9 4 39,
November 5, at, 8 41 58	355 19 4.8	10 43 0.4
— 22, at, 7 42 34	357 12 30,	10 53 19.6
December 21, at, 6 18 15	4 37 33.9	8 32 47.8

	M. Burckhardt.	M. Gauss.
	° ' "	° ' "
Ascending Node	5 21 6	5 20 47
Inclination	13 5	13 30
Aphelion	7 22 49	7 21 18
Equation	28 57	29 25
Mean distance	2.657	2.620
Revolution	4 Y. 4 M. 2 D.	4 Y. 2 M. 28 D.
Longitude, September 23, at Noon	0 19 45	0 19 40

M. Messier and M. Bouvard at Paris, and M. Vidal at Mirepoix, continued to observe it; and M. Burckhardt calculated an ephemeris, to enable Astronomers to discover it again, which, after a few days of unfavourable weather, would be rather difficult on account of its diminutive size.

The new Planets furnish Geometricians with a vast field of investigation. The perturbations which they experience must not only be considerable, but they will be very complicated, and very

difficult to be calculated, on account of their great eccentricities and inclinations. Accordingly the Institute has made this the subject of a Prize for the year 1805.

Besides the discovery of a Planet, the year 1804 is likewise distinguished by that of a Comet. It is the 94th, and was discovered by M. Pons, at Marseilles, on the 7th of March; by M. Bouvard at Paris, on the 11th; and by M. Olbers, at Bremen, on the 12th. Its elements are as follow:—

Node	5s	26°	48'
Inclination		56	29
Perihelion	4	28	45
Transit, 13th February.....		14	6
Distance of Perihelion.....	1,0712 direct movement.		

The medal founded by de Lalande in 1802, was, on the 9th of April, adjudged by the Institute to M. Piazzi, in consideration of his excellent Catalogue of 6748 Stars. It is the second time that this Prize has been decreed. It was given in 1803 to M. Olbers, for the discovery of his Planet. A lover of Astronomy at Berlin has deposited 400 francs in the hands of M. Bode, for the Author of the most important astronomical dissertation which shall be transmitted to him before the end of August 1805.

This year has likewise procured us another pleasure: I mean the return of M. Humboldt, who has brought back with him from his Travels an immense quantity of observations.—In 1802 this Gentleman went to Peru, ascended the Andes, visited Santa Fé de Bogota, Quito, Loxa, Guayaquil, Lima, Acapulco, and, in 1803, Mexico. It is surprising to find that the situation of Mexico was so inaccurately determined as to leave an uncertainty of two or three degrees: he found the difference of the meridians to be 6h. 45' 20", and the latitude 19° 26' 2". Having made a great number of excursions and observations in Mexico, he repaired to the Havana, and afterwards to Philadelphia. At length, on the 4th of August, he arrived at Bourdeaux, with 40 chests of collections, 6000 plants, a great number of maps, astronomical determinations of 240 places, 500 barometrical altitudes, physical observations on the loadstone, on the temperament of the Earth and of the Sea, on fifty-four Volcanoes, on the projected communication of the two Oceans, and on the moral history of Man.

M. Humboldt highly extols the Spaniards. Their Navigators are uncommonly clever in observations; and he was astonished to observe the degree of emulation, intelligence, and activity, which prevailed among them. They expend considerable sums in instru-

ments; and Spain may serve as a model to Nations the most jealous with respect to Nautical Science.—The Tables of M. Mendoza were attended with great expense, but they are extremely useful.

General Sanson, who is at the head of the *départ* of War, has complied with the desire of the Bureau of Longitude, to undertake the mensuration of the degrees of longitude in France, from Strasbourg to Brest. M. Henry, who had given proofs of his talents at Mannheim, at Munich, and at Petersburg, set off on the 11th of April. The 20th of July he began the mensuration of the base, and on the 16th of September it was finished. It is 9780 fathoms. He performed his operations with the admirable rulers of platina employed by M. Delambre for the bases of Perpignan and Melun.

The Eclipse of the 11th of February was observed at Rome, at Madrid, at Marseilles, and at Petersburg; but the weather was almost every where unfavourable.

M. Delambre has observed the solstices, and has obtained the same results as the preceding year. The Winter solstice gives 6" more, taking Bradley's refractions.

On the 25th of May, 1804, I deposited at the Observatory the MSS. and observations of Louville, Bouguer, Lucaille, and d'Agelet, that they might be added to those of Lemonnier.

At Geneva the Observatory has been restored to its former state. Messrs. Pictet, Maurice, and John Louis Pictet Mallet, the Son of him who went to Kola, observed the occultation of the Pleiades on the 20th of October.

The Elector of Bavaria is building an Observatory in the vicinity of Munich; the spot chosen for which embraces an immense horizon. Professor Seyffer, a celebrated Astronomer of Göttingen, has been appointed Director of this Establishment.

Some rich Proprietors of Estates in Volhynia and the Ukraine have raised contributions among themselves for the purpose of establishing Lyceums at Kyremynica, and at Winnica, for the Physical Sciences. They have purchased the library and instruments of the King of Poland. M. Sniadecki has received 12,000 francs for telescopes and pendulums; and no expense will be spared to have well-furnished Observatories.

M. Goldbach, an able Astronomer of Leipzig, regretted that he was not able to devote himself entirely to the Science: I endeavoured to procure him an advantageous situation, in order to attach him to it. At length M. Novosiltzoff, President of the

Academy, and M. Murawieff, appointed him Professor at the University of Moscow, with a salary of 6000 francs. He is charged to direct the construction of the new Observatory, to provide it with instruments, to make the current observations, to train to practical Astronomy such Pupils as shall possess the preparatory attainments, and to hold a course of Lectures on theoretical Astronomy, either in French or German, in one of the auditories of the University.

Several telescopes, by Cary, of different degrees of power, a good astronomical pendulum, a chronometer by Arnold, and an entire portable circle, a foot in diameter, had previously been procured; and another, three feet in diameter, by Ramsden's Successor, was expected. M. Goldbach will therefore be provided with all the means of being useful to the Observatory of Moscow. The Emperor of Russia still continues to manifest a desire for promoting knowledge, and an attachment to men of letters. M. Goldbach availed himself of his journey to determine the positions of several Towns: among the rest that of Riga, $1\text{h. } 27' 0''$, and $56^{\circ} 57' 8''$.

While M. Goldbach is establishing Astronomy at Moscow, Messrs. Schubert and Wisniewski are occupied at the Observatory of Petersburg, and give us reason to expect a series of observations. The Academy has likewise engaged a Mechanic, named Dienel, who will be useful to the Observatory.

In the East Indies, Mr. Lambton has measured an arch of the meridian, with instruments by the celebrated Ramsden; but we are not yet acquainted with the result. It is his intention to measure several degrees.

The *Connaissance des Temps* for the year 15, which appeared towards the conclusion of this year, contains a great number of tables, memoirs, observations, and calculations, by Messrs. de la Place, Delambre, &c.

The third Volume of *Astronomical Essays*, by J. J. Schröter, contains researches relative to the Planet Jupiter, to the rotation of Mercury, and to Comets.

The eleventh Volume of the Italian Society contains a supplement to the catalogue of Stars by Cagnoli: a memoir by M. Piazzi, on the obliquity of the ecliptic, the result of which agrees with that found at Paris; the mean obliquity for 1800, $23^{\circ} 27' 58''$ instead of $59''$, for the Summer solstices, and smaller by $9''$ instead of $6''$ for the Winter solstices. It likewise contains the observations of Messrs. Chiminello and Cassella.

The printing of the Tables of the Sun, by M. Delambre, has

been commenced. In these are many new equations, all the elements of which have been verified by new observations. When these Tables are finished, those of the Moon will be printed, and afterwards those of the Planets.

M. Bode has published the Ephemerides for 1806; in which he has introduced a great variety of original observations, from different Astronomical Writers.

M. Harding has remarked very rapid alterations in the light of the Planet Oibers; they were in general very perceptible in the interval of 40' of time. He announces that M. Schröter and he have always found the Ring of Saturn without rotation till the moment of its disappearance.

M. Benzenberg announces that he has seen Jupiter in broad day; and he mentions persons who can see Regulus, and others the satellites of Jupiter, without telescopes.

M. Wurm has found the equation of the Sun by Venus to be $11^{\circ} 6$, and the size of Venus as 1,06 to the Earth; but M. Delambre, by a great number of observations, made it only $0^{\circ} 96$. The observations of Bradley and Maskelyne produced the same result.

[To be continued.]

Naval Reform.

FIFTH REPORT OF THE COMMISSIONERS OF NAVAL INQUIRY.

[Fifth Report concluded from page 235.]

WITH a view to the recommending the placing the Receipt of the Wages of Men dying in the West India Trade under the direction of the Trustees and Directors of the Merchants' Seamen's Hospitals at the several Ports, who collect their own Revenue, arising from a Duty of sixpence per month from Seamen in the Merchants' Service, and a moiety of the Run Men's Wages in the African Trade, for the support of their Establishments, which alone are benefited by the unclaimed Wages of Men dying in the West India Trade, we examined Mr. William Oddy*, Secretary to

* *The Examination of William Oddy, Esq., Secretary to the Merchants' Seamen's Corporation; taken upon Oath 25th July, 1803.*

Are you Secretary to the Merchants' Seamen's Corporation, established by Act of 20th Geo. II.?—Yes.

the Merchants' Seamen's Corporation; but, from the information we obtained, we are inclined to think the Monies would not be so well collected, and that the Merchants' Seamen's Hospitals are more benefited at present than they would be if the business was placed under their own direction.

How, and by whom, is the Sixpence per month payable by Merchants' Seamen, for the support of the old and disabled Seamen of the several Ports, collected?—By myself at the Port of London, and by Collectors appointed by the Trustees at the several Out-Ports; but there are some of the small Ports that make no Collection.

Are not the Monies collected at the different Ports applicable only to the support of the aged and infirm Seamen of the Port to which the Ships may belong?—Yes; and likewise the Widows and Children of such as shall be killed, slain, and drowned in the Merchants' Service.

How is the Moiety of the Wages of Run Men in the African Trade forfeited to the Merchants' Seamen's Hospitals, by the Acts for the regulation of the Slave Trade, collected, and paid over to the Hospital?—By myself at the Port of London; and, I conceive, at the Out-Ports, in the same manner as the Sixpenny Duty.

The Act of the 33d Geo. III. cap. 73, directs that the Wages of Seamen dying in the West India Trade shall be paid to the Receivers of the Sixpenny Duty for Greenwich Hospital; and that such as may not be claimed by the Representatives within three years, shall be forfeited and paid to the use of the Merchants' Seamen's Hospital at the Port to which the Ship belongs; or if there be no Seamen's Hospital, to the Magistrates of the County, to be distributed among the old and disabled Seamen of the Port: as an allowance of five per cent. is made to the Receivers at Liverpool and Bristol, and twelve and a half per cent. at the other Out-Ports for the Collection of this Money, under the direction of the Sixpenny Office, do you not conceive that this Revenue, as it forms a part of the Funds for the support of the old and disabled Merchants' Seamen, would be more advantageously managed if placed under the Trustees and other Public Bodies who have the management of the Seamen's Hospitals, or other Establishments for the relief of the old and disabled Seamen at the several Ports, and who must be interested in the due collection of it; whereas the Sixpenny Office has no beneficial interest in it whatever?—I should think it would (*).—See the note in following page.

Do you apprehend that there are Hospitals, or other Establishments, for the support or relief of the old and disabled Merchants' Seamen at the several Ports in Great Britain, that carry on a Trade in the West Indies?—There are, I conceive, Establishments for such purposes at all the Ports that carry on Trade with the West Indies.

What Sums have been paid by the Sixpenny Office to the Merchants' Seamen's Fund in the Port of London, on account of the unclaimed Wages of Men dying in the West India Trade?—For the year 1798, I believe £. 332 19s. 1d.; and for the year 1799, £. 351 6s. 4d.; out of which the Corporation gave the Receiver of the Sixpenny Duty's Clerk a gratuity of ten guineas each year, for his trouble in the Collection:

WILLIAM ORDY.

Charles M. Pole.
John Ford.
Henry Nicholls.

As the Wages are paid to the Representatives without any deduction, and as the whole of the Commission on the Receipt is taken from such Wages as remain unclaimed at the end of three years, whereby the Sums payable to the Merchants' Seamen's Hospitals are considerably reduced, it occurred to us it might be advisable to recommend, that the Commission allowed on the Collection might be deducted from the Monies received by the Representatives; but as we find the Wages are frequently paid to them on the same day they are received by the Sixpenny Office, and as they are generally Wives or Relations in indigent circumstances, we are disposed to think the expense of the Collection had better be defrayed, as it has hitherto been, from the Wages that remain unclaimed.

The Money in the hands of Mr. John Rashleigh, the late Receiver of the Sixpenny Duty, on the 17th of May, 1803, the time of his decease, amounted to the Sum of thirteen thousand seven hundred and twelve pounds sixteen shillings and eleven pence halfpenny; viz.

On account of the Sixpenny Duty, and the Moiety	£.	s.	d.
of the Wages of Men deserting from Ships in			
the African Trade	5,961	13	9
On Account of the Wages of Men dying in the			
West India Trade	7,751	3	2½
	<hr/>		
	£. 13,712	16	11½

The former Sum was paid by the Executor of Mr. Rashleigh to the Treasurer of Greenwich Hospital, on the 28th of May and the 28th of July last, and the latter remains in the hands of his Executor, subject to the claims of the Representatives of such deceased Seamen, for three years; and at the end of that term, the

*Addition made to the foregoing Examination, by desire of this
Examinant, the 25th of July, 1803.*

(*) Upon reconsideration, I should think it will be better collected by the Sixpenny Office, as all the Masters coming to the Port of London are obliged to pay the Sixpenny Duty to Greenwich Hospital, by which means the Sixpenny Office has the opportunity of interrogating all the Masters as to the amount of the Dead Men's Wages; but as such Masters of Ships only as belong to the Port pay to the Merchants' Seamen's Fund, such only would be interrogated by us.

Charles M. Pole.

John Ford.

Henry Nicholls.

WILLIAM ODDY,

Sums remaining unclaimed must be paid to the Merchants' Seamen's Hospitals by him, according to the provisions of the Act, unless he should be induced to pay over to Mr. Rashleigh's Successor the amount of Dead Men's Wages in his hands, on receiving a Bond of Indemnity, as it appears the present Receiver of the Sixpenny Duty cannot, as the Law now stands, give a legal discharge for such Money; but we are of opinion it is highly expedient, that, upon the demise or removal of a Receiver, the Sum of Money in his hands at the time should be paid over to his Successor in Office, it being evidently the intention of the Legislature that the Wages should be paid to the Receiver in his official, and not in his private capacity, as otherwise the object of security might be defeated, and the Representatives would have to seek for an Individual, instead of applying at a Public Office for the Monies due to them.

The Monies paid into Greenwich Hospital in the year 1802 by the Receiver of the Sixpenny Duty, amounted to twenty-two thousand seven hundred and fifty-eight pounds five shillings and one penny; but the Receipt of that year was swelled beyond its usual amount by the paying off the armed Vessels in Government Service, and by the return of the Transports from abroad, which were several years in arrear to the Sixpenny Office. On an average of the last twenty years there has been paid in the Sum of thirteen thousand seven hundred and thirty-six pounds and five pence, and the average of the Salaries and incidental expenses of the Establishment during that time has been one thousand four hundred and two pounds two shillings and ten pence.

The Receiver* makes his payments to Greenwich Hospital of

** The Examination of Edward Bate, Esq., Deputy Treasurer of Greenwich Hospital; taken upon Oath 25th July, 1803.*

At what time does the Receiver of the Duty of Sixpence per Man per month from the Seamen in the Merchants' Service to Greenwich Hospital, pay over the Sums received by him on that account?—He makes his payments eight times within the year, on the 28th of the following months; January, March, April, May, July, August, October, and November, unless they should happen to be holidays.

Has the Receiver been regular in his payments at the periods which you have stated?—Uniformly so.

At the times of making such payments, did the Receiver pay over the whole amount of the Duty then in his hands, or what proportion of it has it been usual to allow him to retain?—He makes his payments one under the other, always holding two months' receipts in his hand.

the Money received by him within the year, by eight instalments; viz.

On the 28th of April, the Receipt of the Port of London for the months of January and February.

28th of May, the Receipt of the Port of London for the month of March, and the Receipts from the Out-Ports for Lady-day Quarter.

28th of July, the Receipt for the Port of London for the months of April and May.

28th of August, the Receipt of the Port of London for the month of June, and the Receipt from the Out-Ports for Midsummer Quarter.

28th of October, the Receipt for the Port of London for July and August.

28th of November, the Receipt of the Port of London for the month of September, and the Receipts from the Out-Ports for Michaelmas Quarter.

28th of January of the following year, the Receipt of the Port of London for the months of October and November.

28th of March, the Receipt of the Port of London for the Month of December, and the Receipts from the Out-Ports for Christmas Quarter; the Receipts from Guernsey, Jersey, and the Ports abroad for the year; and the Deposits and Forfeitures received at the Port of London within the year.

And on the 28th of March in each year, the Receiver delivers

What account does the Receiver of the Sixpenny Duty render to the Treasurer of Greenwich Hospital, at the time of making his periodical payments?—He renders no account to the Treasurer.

At what period has it been usual for the Receiver to pay over the Moiety of Run Men's Wages in the African Trade, forfeited to Greenwich Hospital by the Acts for regulating the Slave Trade?—I cannot say.

Are there any, and what deductions, made from the Sixpenny Duty, other than the charge on the Collection at the Out-Ports, and the salaries and incidental expenses of the Sixpenny Office?—I cannot say; it is not in my Department. The Treasurer has nothing to do with the Accounts of the Receiver of the Sixpenny Office; they are examined by the Board of Directors, and referred to the Auditor for further examination.

E. BATE.

Charles M. Pole.

John Ford.

Henry Nicholls.

an annual Account of his Receipts* and Disbursements, with Vouchers for the latter, to the Directors of Greenwich Hospital; but the only Check upon his Receipts is a Certificate given on the Account, by the Accountant and Comptroller, that he has duly charged himself with all Sums received on account of the Hospital.

In this account the gross produce of the Hospital Revenue is not stated, with the several charges of Collection; but simply a nett

* An Account of Money received by John Rashleigh, Esq., appointed by the Right Hon. the Lords Commissioners of the Admiralty, Receiver of the Duty of Sixpence a Man per month out of Merchants' Seamen's Wages, for the use of the Royal Hospital at Greenwich; between the 1st January 1802, and the 31st December following, both days included; viz.

NAMES OF THE PORTS.			SUM.		
	£.	s. d.	£.	s. d.	
London			12,573	7	7
Aberystwith	10	10 0			
Aldbro'	4	11 1			
Arundel	10	3 10			
Barnstaple	15	9 3			
Beaumaris	22	18 6			
Berwick	53	2 3			
Bidford	3	12 1			
Blackney and Clay	3	3 6			
Blythnooke	47	6 1			
Boston	50	16 7			
Bridgewater	25	4 0			
Bridlington	6	3 0			
Bristol	438	18 3			
Cardigan	1	0 0			
Caernarvon	6	9 4			
Chepstowe	41	8 0			
Cardmarthen	6	10 4			
Chester	55	2 0			
Colchester	14	10 3			
Conway	6	0 11			
Cowes	6	13 3			
Dartmouth	16	14 8			
Deal	3	0 0			
Dover	53	19 11			
Exeter	91	2 2			
Falmouth	204	6 4½			
Feversham	2	6 1			
Fowey	16	14 0½			
Gloucester	9	14 9			
Harwich	70	10 10			
Holyhead	21	7 0			
Carried over.....	£. 1,319	8 4½	12,573	7	7

Sum, as the amount of the Sixpenny Duty is placed against the

NAMES OF THE PORTS.				SUM.		
	£.	s.	d.	£.	s.	d.
Brought over.....	1,319	8	4½	12,373	7	7
Hull.....	490	3	8			
Ilfracombe.....	7	16	2			
Ipswich.....	26	1	2			
Lancaster.....	31	13	11			
Llanelly.....	16	15	6			
Liverpool.....	3,090	13	5½			
Lymington.....	20	6	9			
Lyme.....	14	8	10			
Lynn.....	58	18	2			
Milford.....	42	0	9			
Minehead.....	3	1	5			
Neath.....	4	0	0			
Newcastle.....	1,134	8	4½			
Newhaven.....	18	2	6			
Padstow.....	3	1	2			
Penbroke.....	4	8	8			
Penzance.....	4	1	0			
Pile of Fowdry.....	17	17	0			
Plymouth.....	102	2	1			
Poole.....	58	16	11			
Portsmouth.....	138	17	5			
Pulhelly.....	0	8	9			
Rochester.....	66	18	7			
Rye.....	35	18	0			
St. Ives.....	27	10	5			
Sandwich.....	451	18	11			
Scarbro'.....	7	9	6½			
Shoreham.....	21	6	9			
Southampton.....	50	2	10			
Southwold.....	14	11	0½			
Sunderland.....	428	17	1			
Swansey.....	123	13	0½			
Truro.....	25	5	3			
Wells.....	10	5	1			
Weymouth.....	35	13	11			
Whitby.....	41	12	6			
Whitehaven.....	102	3	7			
Wisbeach.....	2	15	3½			
Yarmouth.....	108	11	0			
	£. 8,162	4	10½			
North Britain.....	1,268	15	1			
Ireland.....	617	7	2			
Guernsey.....	112	19	5½			
Jersey.....	89	12	4			
				10,250	18	10½
Carried forward.....	£.	22,624	6	5½		

names of the several Ports in England, with the amounts of the Collection in Scotland and Ireland, without any notice of Run Men's Wages, or the Commission on Dead Men's Wages; and, in

NAMES OF THE PORTS.		SUM.		
		£.	s.	d.
Brought over.....		22,624	6	5½
AMERICAN PORTS.				
	£. s. d.			
Barbadocs, Bridge Town.....	30	0	0	
Demerary	13	12	9	
Dominica	32	15	6½	
Grenada, St. George	15	19	2½	
Hallifax	33	19	10	
Jamaica { Kingston	64	16	0	
{ Port Antonio	15	13	8½	
Martinico { St. Pierre	88	10	3	
{ Fort Royal	17	12	7½	
Montserrat	5	5	0	
New Providence.....	3½	0	0	
Nevis.....	15	19	5½	
Quebec	10	0	0	
Surinam.....	24	3	10	
St. Kitt's { Bassaterre	15	0	0	
{ Sandy Point	20	2	4½	
St. John's, Prince Edward's Island.....	2	2	0	
St. Vincent's	35	4	2	
St. John's, New Brunswick	25	0	0	
St. Lucia	10	0	0	
Tortola	40	16	9	
Turks Island	5	0	0	
		553	13	5½
Newfoundland	370	8	9	
Deposits	13	13	0	
Forfeitures	663	10	8	
	£	24,225	12	4½

The above, amounting to twenty-four thousand two hundred and twenty-five pounds twelve shillings and four pence farthing, is what we find, on examining our books, to be chargeable on John Rashleigh, Esq., between 1st January 1802, and the 31st December following, both days included.

Dated—Receiver's Office for Greenwich Hospital on Tower Hill,
this 31st March 1803.

JOHN CLEVELAND, Accountant,
JOHN BEVERLEY, Comptroller.

order to magnify the Receipts in the Port of London, it has been the practice since the year 1766, to deduct the amount of the salaries and incidental charges of the Sixpenny Office from the Monies collected at the Out-Ports, without stating in the account that it was so deducted.

By the mode of payment to Greenwich Hospital before stated, there is always left in the hands of the Receiver and his Deputies the amount of two months' Collection; but the balance of the Receiver, at the time of making four of his payments, is suffered to accumulate to the amount of four months' Collection, and in the others to three.

As we see no reason why the Receiver should make his payments under specific heads, we recommend that he do in future pay over to the Treasurer of Greenwich Hospital, on the first day of every month, the amount of money in his hands on account; and that he do make up his annual accounts, as at present, to the 31st of December, and pay over the remaining balance, if any, on the 28th of March in each year.

From what is before stated, it will have been observed, that the Accounts rendered to Greenwich Hospital by the Commissioners of the Sixpenny Duty are fallacious, inasmuch as no notice whatever is taken of the Moiety of Run Men's Wages in the African Trade, or of other forfeitures and penalties at the Out-Ports, nor of the Sums that have been advanced or repaid on account of the Commission on Dead Men's Wages in the West India Trade; and by not noticing the periods to which the Deputies have made their payments, the Directors of the Hospital must be led to suppose they are not very much in arrear; we therefore recommend, that the Receiver of the Sixpenny Duty, in his annual account to Greenwich Hospital, do state each particular head of Receipt, with the gross amount of the Sums collected, and the expenses thereon, and that he detail the Receipts of the Ports of Scotland and Ireland the same as those of England, noting the time against each Port to which the Duties have been paid up, by which means the Director and Auditor of Greenwich Hospital will be enabled to notice any improper charges or allowances, to compare the Receipts of one year with another, under each particular head, and to direct their attention to any Branch of the Revenue of the Hospital which they may think badly collected.

On considering the Establishment of the Office, and the duties to be performed, we are of opinion, that two Commissioners are fully adequate to conduct the business; one to be Receiver, as at

present, and the other a Check upon the Receiver, under the denomination of Comptroller.

As the proper Collection of the Hospital Revenue, and the due accounting for the same, must depend on the ability and assiduity of these Officers, the necessity for efficient Persons being selected to fill the situations must be apparent; and we recommend that constant personal attendance be required of them, as we conceive, that with proper attention on their part to the Collection of the Duty in the Port of London, and to the conduct of the Deputy Receivers, the Revenue of Greenwich Hospital may be considerably increased.

The Salaries which we think may be proper to be allowed to the Officers and Clerks are as follow; and we are of opinion, that each Clerk should take an affidavit, that he will not directly or indirectly receive any Fee, Gratuity, Perquisite, or Emolument, in any shape whatever, for the execution of his Duty, other than the Salary allowed him.

PRESENT ESTABLISHMENT.	PROPOSED ESTABLISHMENT.
<p>Three Commissioners—one at £. 300, one at £. 200, and one at £. 100.....600 0 0</p> <p>First Clerk to Receiver.... 82 10 0</p> <p>Seconddo..... 62 10 0</p> <p>Accountant's Clerk 72 10 0</p> <p>Comptroller's Clerk..... 62 10 0</p> <p style="text-align: right;">£ 880 0 0</p>	<p>Receiver 450 0 0</p> <p>Comptroller 400 0 0</p> <p>First Clerk to Receiver .. 250 0 0</p> <p>Seconddo..... 100 0 0</p> <p>Clerk to the Comptroller . 150 0 0</p> <p style="text-align: right;">£. 1,350 0 0</p> <p>The other Persons on the establishment of the Office to be paid as at present.</p>

By the Salaries we have proposed, an increase of Expense to Greenwich Hospital will appear to be incurred of 470*l.* a year; but we apprehend, that the additional Revenue which the Hospital will derive from a vigilant Superintendence of its Receipt, if proper Persons be appointed, will more than compensate for this Expense: and besides, the Reduction of the Commission of the Deputy Receiver at Liverpool, say to five per cent. on the Receipt of the Sixpenny Duty, and on Run Men's Wages, will produce a saving of at least three hundred pounds a year; the Hospital will likewise be a gainer of one hundred pounds a year by the Commission of two and a half per cent. proposed to be charged on the

Receipt of Dead Men's Wages at the Port of London ; and by paying up the Monies collected monthly, we conceive that Greenwich Hospital will derive an interest therefrom, more than equal to the remainder of the Expense.

The Receiver, in addition to his Salary, will have the advantage of a house, and must necessarily have a considerable Sum of Money in his hands, arising from the Receipt of the Wages of Men dying in the West India Trade.

As we have proposed a Reduction in the Establishment of the Office, it might be expected we should recommend that the Salaries of the Persons removed should be continued to them during life; but as such Compensation is only justifiable on the ground of long and faithful services, we do not feel ourselves, in the present case, warranted in making such a proposal; more especially as the Money, if so appropriated, must be drawn from a Fund destined for charitable purposes, whereby Seamen who have exposed their lives in the defence of their Country, might be deprived in Age and infirmity of that relief and support to which they may eventually be entitled from long Services and Acts of personal Intrepidity.

CHA. M. POLE, (L. S.)

EWAN LAW, (L. S.)

JOHN FORD, (L. S.)

HENRY NICHOLLS, (L. S.)

Office of Naval Inquiry,
No. 24, Great George Street,
9th August, 1803.

[To be continued.]

NAVAL LITERATURE.

An Account of a Voyage to establish a Colony at PORT PHILIP in Bass's STRAIT, on the South Coast of NEW SOUTH WALES, in His Majesty's Ship Calcutta, in the Years 1802, 1803, and 1804. By J. H. TUCKEY, Esq. First Lieutenant of the Calcutta. 8vo. pp. 239. 1805.

VARIOUS causes having operated to induce Government to employ King's Ships in transporting Convicts to New South Wales, the Glatton was fitted out for that purpose, and sailed for Port Jackson in September 1802. The Calcutta,

another Ship of the same class*, to which Mr. Tuckey was appointed, was intended to pursue a similar route, and was commissioned in October following; but, while fitting out, a change was made in her destination, and she ultimately sailed for Bass's Strait, there to establish a new Colony. She cleared the Channel on the 29th of April, 1803, and proceeded on her Voyage. As Mr. Tuckey informs us, in his dedication†, "the Calcutta's Voyage was never intended to be a Voyage of Discovery; and, from the undeviating route which she pursued, it was particularly barren of events which could lead to scientific observations." The Calcutta, accompanied by the Ocean, a Merchant Ship laden with Stores for the use of the new Settlements, anchored before Santa Cruz on the 17th of May, and having taken in water, and procured a supply of wine, sailed again on the 21st. Mr. Tuckey considers that, in its present state, Santa Cruz could scarcely make a successful defence against a well-conducted *Coup de Main*, as the Fortifications are in ruins, and as the Garrison consists of a mere rabble. A single Line of Battle Ship might silence the Battery which defends the Pier.

A shot from this Battery (says our Author) pursued its too unerring course, and deprived the Navy of the brave Bowen, at the same time that it took off the arm of Nelson. In the Church of Neustra Senora de Constantia is suspended the Union Flag left behind by Nelson in the unsuccessful Attack on the Island in 1799. It was pointed out to us with every mark of national pride by our Conductor, who, after a long harangue on the courage of their Troops, was drily requested by an English Officer to be particularly careful of this trophy of their prowess, for that Nelson might probably one day return and call for it.

From the Cape Verd Islands, the Calcutta proceeded to Rio Janeiro, which enabled Mr. Tuckey to collect some interesting

* The Calcutta and Glatton, fitted exactly alike, were armed *en flute*, having only 18 guns on the upper deck; rigged as 56 gun Ships, with a complement of 170 Men.

† To Sir F. J. Hartwell, Kt. one of the Honourable the Commissioners of His Majesty's Navy.

particulars respecting the Population, Manners, Diseases, &c. of the Brasilians. He informs us that, at Rio Janeiro,

On the importation of a Cargo of Negroes, they are christened previous to their sale: for this purpose, they are marched to a Churchyard, and separated into as many groupes as there are different names to be given: the Priest standing in the middle of each groupe, flourishes a broom dipped in holy water over their heads, until they are all well sprinkled, and, at the same time, bawls out to them what their name is to be.

Having passed the Cape, it was intended to make the Island of St. Paul, in order to verify the Chronometers, which were at that time no less than six degrees a-head of the reckoning; but night coming on, and the Wind blowing fresh and fair, the Calcutta ran past it. Mr. Tuckey here mentions, in a Note, the following unusual failure of a Chronometer:—

The Chronometers on board were constructed by Mr. Mudge, No. 8, and No. 12. The rate given in England continued without variation to Tristan d'Acunha, but in the run from thence to the Cape we found an error of half a degree of longitude; that is, a loss of two minutes of time. On the 29th of August, No. 8 stopped without any apparent cause, and the next day resumed its going; this prevented any dependence being placed on it for the rest of the Passage. At Port Philip and Port Jackson the rates were again ascertained by daily observations, and they continued to agree until a few days after leaving Port Jackson, when No. 8 again stopped. No. 12 agreed perfectly with the landfall of Cape Horn, but on our arrival at Rio Janeiro we found an error of 75 miles of longitude to the westward, being a loss of five minutes of time from Port Jackson to Rio, for the given longitude of Cape Horn could not be depended on.

On the 10th of October, 1803, the Calcutta made King Island; and on the following morning she entered the Harbour of Port Philip.

The week following our arrival at Port Philip (says Mr. Tuckey) was occupied in searching for an eligible place to fix the Settlement. As it was of the greatest consequence that this should be of easy access to Shipping, the Shores near the Mouth of the Port were first examined: there, to our great mortification, we observed a total want of fresh water; and found the Soil so ex-

tremely light and sandy, as to deny all hopes of successful Cultivation. As it was, however, determined to land the People, a small Bay, eight miles from the Harbour's Mouth, was pitched upon for that purpose; where, by sinking casks, water of a tolerable quality was procured, and here the Camp was pitched; and on the 16th of October the Marines and Convicts were landed, while the Ships immediately began to discharge their Cargoes.

Several interviews with the Natives took place. They came to the Boats entirely unarmed, and without the smallest degree of apprehension. Presents of blankets, biscuit, &c. were given to them, with which, except in one instance of trivial theft, they departed satisfied and inoffensive.

A careful survey of the Port having been made, the following descriptive particulars are given:—

Port Philip is in the bottom of a deep Bight between Cape Albany, Otway, and Point Schank. Coming from the westward, the Port may be known by a single bluff Headland without trees, rising from low land, thickly wooded about four leagues to the westward of the entrance, to which we gave the name of Whale-head, from its resemblance to that fish. The prevalence of southerly Winds renders Port Philip easily accessible; but in the same proportion the egress is difficult; for Point Schank bearing S. E., and Cape Otway S. W., it is obvious that with the Wind at south a Ship would not clear either, and the heavy Swell that constantly tumbles on the Coast between Port Philip and Western Port, will often render it impossible (particularly in light Winds) to keep off the Shore, which here presents a continued Barrier of Rock, that denies the smallest hopes of escape to those dashed upon it.

The appearance of the Country at first indicated fruitfulness and plenty; but, on examination, the Soil was found to be extremely unfavourable to Vegetation. This, and the scarcity of water, rendered it necessary to determine on removing the Colony to a more eligible situation, which was at length found on the River Darwent, whither the Convicts were conveyed, the New Settlement receiving the name of Hobart. Previously to this, however, a Skirmish had taken place with the Natives, in which one of them was killed, and two or three wounded. A spirit of plunder, on the part of those Savages, who had as-

sembled to the amount of two hundred, occasioned this unfortunate circumstance.

The remainder of the Calcutta's Voyage (observes Mr. Tuckey,) was almost totally barren of incident, either to amuse or instruct. She sailed from Port Philip the 18th of December, and passing through Bass's Straits, without experiencing any difficulties, arrived at Port Jackson the 26th. Here she took in a Cargo of Ship Timber (about 600 logs), and sailed again on the 1th of March, 1804; passed to the southward of New Zealand, which was seen on the 29th; doubled Cape Horn on the 27th of April, and arrived at Rio de Janeiro on the 22d of May, thus accomplishing a Voyage round the World, discharging and receiving a Cargo, in eleven months.

We cannot close this Performance without observing, that we have derived great pleasure from its perusal. It is written with much elegance, and in a very animated style.



A Voyage round the World, in the Years 1800, 1801, 1802, 1803, and 1804; in which the Author visited the principal Islands in the Pacific Ocean, and the English Settlements of PORT JACKSON and NORFOLK ISLAND. By JOHN TURNBULL, 3 vols. 12mo. 1805.

THIS Performance indicates much modesty on the part of the Author, whose Voyage was undertaken on a commercial Speculation. "The principal part of his observations," says the Writer, speaking in the third person, "are confined within the Tropics, particularly the Society and Sandwich Islands, where the Reader will perceive a wonderful contrast in the genius and dispositions of the two Nations. Whilst the Sandwich Islanders are making rapid advances towards Civilization and a knowledge of the mechanical Arts, the Natives of the Society Islands, for whom Nature may be said to have exerted her utmost efforts, by a strange perversion of her Laws, have lifted up a high hand to counteract her intentions."

The nautical information to be found in these Volumes is very scanty; but the Author's observations on Men and Manners, as

they relate to the Inhabitants of these distant Regions, are more minute and interesting than any that have been before published.

A Description of the Island of ST. HELENA; containing Observations on its singular Structure and Formation; and an Account of its Climate, Natural History, and Inhabitants. 12mo. 1805.

THE Title of this Volume, which is with much propriety dedicated to the Court of East India Directors, sufficiently informs the Reader of its contents. A principal object of the Author is, to prove that the Island is of volcanic origin.

Voyage to, and Travels through, the four principal Islands in the African Seas, performed by Order of the French Government, during the Years 1801 and 1802, with a Narrative of the Passage of Captain BAUDIN to PORT LOUIS in the MAURITIUS. By J. B. G. M. BORY DE ST. VINCENT, Officer of the Staff, and Chief Naturalist on board le Naturalist Sloop of War, in the Expedition of Discovery, commanded by Captain BAUDIN. 1805.

“THE Title page,” observes the Translator of this Work, “sufficiently explains the Character in which the Author of the following Travels was employed by the French Government. The account he has given of his Mission is chiefly valuable as a collection of important Facts. What he saw, he has described with perspicuity, and, without pronouncing any positive opinion himself, has left it to the learned to decide on the Questions which his Observations have suggested.”

This account is tolerably fair; but it should have been admitted that, as a Man, M. de St. Vincent is an abominable egoist; and, as a Frenchman, his national vanity and boasting are ridiculous in the extreme.

The researches, however, of this volatile Frenchman will be highly acceptable to the respective Classes of Naturalists; and to the mere nautical Reader will afford some occasional amusement and information,

Falbal Poetry.

The Heart's remote recesses to explore,
And touch it's Springs, when Prose avail'd no more.

FALCONER.

THE following Ballad, by the late William Cowper, Esq., published by Mr. Hayley, in the Appendix to his Life of that Poet, (Vol. II, page 299), was founded on an Anecdote which the Author met with in the Buckinghamshire Herald, for Saturday, June 1, 1793, in the following words:—

“Glasgow, May 23.

“In a block, or pulley, near the head of the mast of a Gabert now lying at the Broomielaw, there is a Chaffinch's Nest and four Eggs. The Nest was built while the Vessel lay at Greenock, and was followed hither by both Birds. Though the block is occasionally lowered for the inspection of the curious, the Birds have not forsaken the Nest. The Cock however visits the Nest but seldom, while the Hen never leaves it, but when she descends to the hulk for food.”

IN Scotland's Realm, where Trees are few,
Nor even Shrubs abound,
But where, however bleak the view,
Some better things are found:

For Husband there, and Wife may boast
Their union undefil'd;
And false ones are as rare almost,
As Hedge-rows in the Wild.

In Scotland's Realm, forlorn and bare,
This Hist'ry chanc'd of late,
This Hist'ry of a wedded Pair,
A Chaffinch and his Mate.

The Spring drew near, each felt a breast
With genial instinct fill'd;
They pair'd! and only wish'd a Nest,
But found not where to build.

The Heaths uncover'd, and the Moors,
Except with Snow and Sleet;
Sea beaten Rocks and naked Shores
Could yield them no retreat,

Long time a breeding place they sought,
Till both grew vex'd and tir'd;
At length a Ship arriving, brought
The good so long desir'd;

A Ship! Could such a restless thing,
Afford them place of rest?
Or was the Merchant charg'd to bring
The harmless Birds a Nest?

Hush! Silent Hearers profit most:
This Racer of the Sea
Prov'd kinder to them than the Coast,
It serv'd them with a Tree.

But such a Tree! 'twas shaven Deal,
The Tree they call a Mast;
And had a hollow with a Wheel
Through which the Tackle pass'd.

Within that Cavity aloft
Their roofless Home they fixt;
Form'd with materials neat and soft,
Bents, wool, and feathers mixt.

Four iv'ry Eggs soon pave its floor,
With russet specks bedight:
The Vessel weighs—forsakes the Shore,
And lessens to the sight.

The Mother Bird is gone to Sea,
As she had chang'd her kind;
But goes the Mate? Far wiser he
Is doubtless left behind.

No! Soon as from ashore he saw
The winged Mansion move:
He flew to reach it, by a law
Of never-failing Love!

Then perching at his Consort's side,
Was briskly borne along;
The Billows and the Blasts defied,
And cheer'd her with a Song.

The Seaman with sincere delight,
His feather'd Shipmate eyes,
Scarce less exulting in the sight,
Than when he tow'd a Prize:

For Seamen much believe in signs,
 And from a chance so new,
 Each some approaching good divines,
 And may his Hopes be true!

Hail! honour'd Land! a Desert, where
 Not even Birds can hide;
 Yet Parent of this loving Pair,
 Whom nothing could divide:

And ye, who rather than resign
 Your matrimonial plan;
 Were not afraid to plough the Brine,
 In company with Man:

To whose lean Country, much disdain
 We English often show;
 Yet from a richer, nothing gain
 But wantonness and wo:

Be it your fortune, year by year,
 The same resource to prove;
 And may ye, sometimes landing here,
 Instruct us how to love!

THE SAILOR.

A SONG.

(From Miss TEMPLE'S Poems.)

CAN I forget the look she gave,
 When Passion seal'd the parting token?
 Her lily hand she thrice did wave,
 But ne'er the faintest word was spoken.

Can I forget that chaste'n'd smile,
 Which veil'd a heart o'ercharg'd with sorrow?
 Yet my wild anguish to beguile,
 E'en Joy's fair semblance tri'd to borrow.

Can I forget the trembling tear
 That seem'd to say we part for ever;
 And plainly told the hidden fear,
 That Fate the bands of Love would sever?

O nectar'd lip! that once was mine,
 Sweet form that haunts my fev'rish slumbers;
 Dear face that mem'ry owns divine,
 E'en all the charms my fancy numbers!

At length I view'd my native Shore;
 How wildly then my gay heart bounded!
 I flew to meet my Love once more;
 Her name through every Grove resounded.

Her *name*—alas! 'twas all remain'd,
 'Twas all the envious Fates had left me!
 No more by darkling woe detain'd,
 She fled!—and oh! of peace bereft me.

THE SAILOR'S FAREWELL.

(From CAREY'S "Reign of Fancy.")

TO Sea-born Gales, that fan the rippling Tide,
 Lo! COMMERCE spreads the belying canvass wide;
 With breast that softly heaves, and Pennons gay,
 She courts the Winds to waft her on her way.
 Hark! the symphonious strains of music swell,
 The Sailor sighs and sings a long farewell.
 "Farewell the chalky Cliffs of Britain's Isle,
 Farewell to love and Anna's angel smile!
 Adieu! the wild-wood bowers that pleas'd my youth,
 That witness'd to my vows of endless truth;
 That oft have heard the song of other days,
 That fondly warbled in my Anna's praise.
 Ah! many a setting Sun shall gild the Main,
 Ere I shall taste your genuine sweets again:
 Yet, oft as evening sheds its watery gleam,
 On morning shoots afar its purple beam,
 Whither we stem far-distant Gambia's Wave
 With daring prow, or polar terrors brave,
 Still, still on you the anxious thought shall dwell,
 Ye genuine sweets that now I bid farewell.

NAVAL HISTORY OF THE PRESENT YEAR, 1805.

(September—October.)

RETROSPECTIVE AND MISCELLANEOUS.

THE energy of Europe seems at length to be roused against the furious and malignant Corsican; who, to do him justice, possesses a most notable method of calling darkness light, and light darkness. All Nations who do not side with this vaunting and threatening Adventurer, are called Pirates, eternal Enemies of the Continent, or by any other term, which may gratify the disappointed fury of an Usurper's mind. We sincerely hope that a League which has been formed on the soundest Principles of the Law of Nations, will be rigidly and uniformly supported; and that the Blessings of a long and lasting Peace will succeed the Thunder Storm which is ready to burst on Napoleon.

Buonaparte, like another Richard the Third, hesitates not at any thing which seems to offer a more prompt execution of the Plans he has in view. Utterly devoid of Religion, and consequently of Principle, he yet, like Richard, talks of nothing else. One would think that the Prayer Book and the Scales of Justice were continually before him: whilst Talleyrand, like another Buckingham, plays the Jackall to this rapacious Monster.

According to Letters from Lubeck, a part of the Russian Fleet of Men of War and Transports was to sail from Cronstadt for Revel on the 23d of October: and we also learn, that a part of the Danish Navy is fitting out at Copenhagen. Preparations are also making at Cronenburgh, and a number of Sailors have received orders to repair thither.

At home, the venerable Lord Barham, like another Nestor, directs the avenging Power of the British Trident: and we sincerely wish, that the effect of his Wisdom and nautical Experience may be allowed to act, uninfluenced and unchecked by any of the other Departments of Government. We allude to the Catamaran Story of a Brig, which was anchored abreast of Walmer Castle, and blown to atoms without any noise, or any appearance of Fire.—Our Seamen have no need of Infernals. Good old plain British fighting, such as has been practised by an Howe, an Hood, a Duncan, and a Nelson, and by others like them, and equal to them when opportunity shall so offer, is worth all the Infernals that ever came from the *Eafers*. Let us, in the name of sound Policy, and Principle, lend such Engines of Destruction to Napoleon.

An Order of Council has been signed for altering the mode of dividing Prize Money in the Navy. The old method of dividing the net produce of a Capture into eight parts is to be discontinued; and in future it will be divided into a hundred, to be disposed of in certain proportions.

In addition to the rapid augmentation of the two and three-decked Ships and Frigates which our Navy has recently experienced, Lord Barham has built, equipped, and commissioned the following Sloops of War, a class of Ships much wanted in the Service, and all of which were put upon the Stocks since the beginning of April last:—

Wizard, 16 guns, Captain Edward Palme; Star, 16, Captain Simpson; Raven, 16, Captain Brown; Oberon, 16, Captain Bushby; Kate, 16, Captain James.

A former Order of Council, which prevented Masters in the Royal Navy from being made Lieutenants, is rescinded; and this regulation will, in the opinion of Officers of high distinction, be of material use in the Service. It is a fact that deserves to be noticed, that there is not, at this moment, a single instance of a Master who is bringing up his Son with a view to his being a Master.

There are now about three thousand Artificers in Plymouth Dock-Yard, who work with a zeal unprecedented. The *Caledonia*, the largest Ship ever built in this Country, has been in nine months brought as forward as some former Ships have in almost as many years; and the number of Ships repaired, and now under repair, is unprecedented.

In the Skirmish which took place some time ago between the English and French Fleets, at the entrance of Brest Harbour, the latter suffered much more than the French Papers were permitted to acknowledge. The *Alexander*, which was nearly cut off, lost 47 Men; the *Impetueux*, 35; and the *Foudroyant*, 18: in all 100 Men.

Letters from Lisbon state, that the differences between Admirals Gravina and Villeneuve have extended throughout the two Fleets. Upon their arrival at Cadiz, Admiral Gravina applied for a Court Martial, that he might account for the loss of the two Ships that were captured by the English. This was refused; but as a proof that his Court approved of his conduct, he was appointed Commander in Chief of all the Spanish Ships in Cadiz.

LAUNCH OF THE OCEAN, THAMES, AND MINERVA.

MR. EDITOR,

ON Thursday last, 24th Oct., about a quarter past two o'clock, His Majesty's Ship *Ocean*, of 98 guns, was launched at Woolwich. She began building in October, 1792. The beams of the upper deck are secured on Mr. Brindley's Plan, which precludes the use of knees; and if found to answer, will prove of the first importance to the Country, through the scarcity of knee timber, which is one cause of this Ship having been so long in hand. She is built by Sir John Henslow's Draught, which is quite sufficient to establish her good character. Her dimensions are as follow:—

	OCEAN.	THAMES.
	Feet. Inches.	Feet. Inches.
Length of gun-deck.....	196 6 $\frac{1}{2}$	137 1
Keel for Tonnage	164 0 $\frac{1}{2}$	107 0 $\frac{1}{2}$
Breadth extreme	51 1	34 1
Depth in hold	21 6	11 9
Burthen in Tons.....	2276 0	661 0

The *Thames* Frigate was launched at Chatham the same day; dimensions as above: she is of fir, and beams secured throughout on Brindley's Plan, built by draught of old *Thames*. The *Minerva*, same size, and built with fir, was launched yesterday at Deptford. Owing to her being light, with a strong current and easterly Wind, she drifted up among the Ships in ordinary, by which she got a little rubbed, but of no consequence whatever, nor can the least blame attach to any one. The *Ocean* was yesterday docked, to be coppered and fitted for Sea. His Royal Highness the Duke of Sussex christened the *Ocean*.

October 27, 1805.

NEPTUNE.

FROM THE SYDNEY GAZETTE.

The following interesting Article, extracted from the Sydney Gazette, will show that the laws of Nations, and the courtesies of civilized States, are as little regarded by the Deputies of Buonaparté as by their lawless and ferocious Master.

"New South Wales, April 7, 1805.

"WE are extremely sorry to state, that, by the Eagle, Letters are received from Captain Flinders, late Commander of His Majesty's Ship Investigator, dated on board the Cumberland, in Coupang Bay, in the Island of Timor, Nov. 12, 1803; and from his Prison in the Isle of France, dated August 8, 1804. Captain Flinders passed through Torres Straits in three days, and greatly improved the observations he made when in the Investigator. He arrived at Coupang the 17th of November.

"After leaving Timor, the Cumberland proved leaky in her upper works, and the Pumps became so much worn by constant use as to be unserviceable. Captain Flinders having no reason to suppose Hostilities had recommenced, and confiding in the efficacy of the Passport he possessed, put into the Isle of France, where he arrived the 16th of December, 1803; he waited on the Governor, de Caen, and, after being kept two hours in the Street, had an audience—but it was to be told he was an Impostor, and the impossibility of Captain Flinders coming in so small a Vessel, being thought too great a discredit to his Passport and Commission. Finally, Mr. Aikin, the Master, and himself, were carried ashore Prisoners at two o'clock in the morning; all his books and papers were taken away, and a Sentinel, with fixed bayonet, placed in the room where they were lodged.

"Captain Flinders could obtain no other satisfaction for this treatment, or any further information, than that 'he had deviated from the Voyage for which the Passport had been given, by touching at the Isle of France; and that the uncommon Voyage from Port Jackson to that place was more calculated for the particular interests of Great Britain than for those of his Voyage of Discovery.' In fine, he was considered and treated as a Spy, and given to understand that his Letters gave great offence.

"In this confinement Captain Flinders became ill, the scurvy breaking out in his legs and feet; a Surgeon was sent to attend him; but although he represented the necessity of Captain Flinders taking air and exercise, yet he was not permitted to walk or ride in the air for four months, nor was any Person allowed to speak with him without General de Caen's permission. After that period, through the intercession of Captain Bergeret, of the French Navy, he was removed to the house wherein the English Officers, Prisoners of War, were confined. This house is situated a little without the Town, enjoys a free air, and is surrounded by a wall enclosing two acres of ground. Here Captain Flinders and Mr. Atkinson recovered their health; and there they remained to the date of Captain Flinders' Letter. Through Captain Bergeret, Captain Flinders lately regained possession of the greater part of his books and charts, and was assiduously employed in repairing the ravages that were made amongst them. Admiral Boscawen, as well as Captain Bergeret and another Naval Captain, interested themselves for Captain Flinders being sent to France; but this was positively refused, upon the principle that he must remain until orders were received from France respecting him. Captain Flinders sailed from England in His Majesty's Ship Investigator, to survey the Coasts of this Continent, during the late War with France: from the French Government he was provided with a Passport, requiring assistance and protection from any Officer under the French Government, wherewith he might be necessitated to touch in the course of his Voyage of Discovery. After completing a principal part of his Mission, the Investigator's upper works were found so rotten as to render her condemnation necessary. Captain Flinders was returning with his Ship's Company to England, in His Majesty's Armed Vessel Porpoise, with an intention of further exploring the Torres Straits and the Reefs lying off this Coast, when that Ship and the Cato unfortunately struck on a Coral Reef and were lost. The spot on which the Ships were cast away could scarcely contain the Crews; yet a very successful effort was made, and a small Vessel of

20 tons began to take the Survivors from so dangerous a situation. In the meantime, Captain Flinders came away in a small open Boat; and after much difficulty and distress from bad weather, arrived here, having come a distance of 243 leagues from the Wreck. The Rolla, bound to China, soon after sailed in Company with Captain Flinders, in His Majesty's Armed Tender Cumberland, of 23 tons; and after seeing the Rolla safely away with the Ship's Company, he was to proceed to England in the Cumberland with his charts, &c. The causes of his going to the Isle of France are already stated from his own Narrative, which can give but a faint idea of his sufferings.

"Let us now contrast the treatment received by the Officers and Crews of the *Geographe* and *Naturaliste* fitted out from France on a similar Voyage. They sailed the year before Captain Flinders, and touched at this place before the event of Peace between England and France was known. The duty and respect due to their Passports from His Majesty's Government, and the claims their distressed situation had on the humanity of Englishmen, caused them to be received as Friends, and treated as Countrymen, by every description of Persons in the Colony. What their own sense was of the treatment they experienced, let their Commander's acknowledgments testify, in which he was joined by every Officer under his Command."

*The Commander in Chief of the Expedition for Discoveries,
to the General Administrators of the Islands of France and
Reunion.*

"12th Brumaire (3d November, 1804), 11th Year
of the French Republic.

"CITIZENS,

"I HAD the honour of informing you of my putting into this Colony, by the American Ship *Fanny*, Captain Smith, bound to Batavia. The details into which I entered, in order to make known to you the sad situation in which I was then placed, would have enabled you to judge to what degree of distress we were reduced, and how fortunate we were in choosing this Port in preference to any other.

"The assistance which we there procured, and the goodness of Governor King to us all, his generous attention to the re-establishment of the Sick, and his love for the progress of the Sciences; every thing, in fine, seemed to unite to make us forget the disagreeable circumstances of a long, painful, and often boisterous Navigation. Peace, however, was not yet known; and we did not learn it until our Sick were re-established, our Ships repaired, our Provisions embarked, and our departure very near.

"Whatever may be the duty of Hospitality, Governor King has shown to all Europe a trait of Benevolence which ought to be known, and which I feel a pleasure in publishing.

"On our arrival at Port Jackson the resources in Corn were not very plentiful, and those for the future very uncertain. The arrival of 170 Men was not, for the moment, a fortunate circumstance; notwithstanding we were well received; and when our immediate and future wants were known, they were supplied by retrenching a part of the daily rations of the Inhabitants and Garrison of the Colony: the Governor himself set the first example. By these means, which do equal honour to humanity, and to him who put it in practice, we enjoyed the favour which, perhaps, we should scarcely have experienced elsewhere.

"In imitation of these proceedings, which will undoubtedly serve in future as an example to all Nations, I consider it my duty, as well from gratitude as emulation, to recommend you in a particular manner Mr. ———, commanding His Majesty's Ship ———.

"Although he does not propose to go directly to the Isle of France, it is possible that some unforeseen circumstance may occasion his putting in at the Colony over which you preside: witness of the manner in which his Countrymen have treated us on all occasions. I trust he will be convinced, by his own experience, that the French are not less hospitable or less benevolent, and then his Nation

aimed it, can enhance its value, or deserve your acceptance. But I cannot repress the expression of my own gratification, in being delegated by my Sovereign to administer a mark of his royal favour to a gallant Officer, the very name of whose Family occurs in no page of our Naval History without circumstances of celebrity and distinction. There wants no Herald to proclaim the well-known, well-earned reputation of the two veteran Chiefs of it, who are now enjoying an honourable repose from danger and fatigue, under the Shade of those Honours which the Services of their past Lives have so eminently merited. But your nearest, and ever to be lamented Relative, has secured to himself a place in the Temple of Fame, paramount to all the Ranks and Titles which Princes can confer, and which the King of Kings alone can bestow—the glory of sealing with his Blood, in the arms of Victory, a Life spent in, and devoted to, the Service of his King and Country.—May this period of renown, if ever it be destined for you, although the ultimate ambition of Patriots and of Heroes, be far, far distant, for the sake of that Country, for the sake of every object which is dear to you.—May your conduct, of which the Harbour of Toulon and the Bay of Aboukir were witnesses, be only the presage of your future Trophies, and still more splendid Achievements! And may you, in the meantime, after a safe and prosperous Voyage, experience that auspicious reception from our gracious Sovereign, which the best of Masters will feel to be due to a brave and faithful Servant."

VIRGIN ISLANDS.

TO SIR SAMUEL HOOD, K. B., &c.

" SIR,

" THE Inhabitants of the Virgin Islands having heard with regret your intention to depart from this Station, avail themselves of the earliest opportunity to convey to you this testimony of their regard, and of their thanks for the Services you have rendered the Colonies within the limits of your Command, by the protection of their Trade, and the regular, well-disposed arrangement of Convoys.

" The Enemy's Ships of War and Privateers have repeatedly learnt, from mortifying experience, that their most formidable Garrisons and Batteries could afford them little or no protection from your Boats, though placed almost in contact with them. The predatory Squadron of Rochefort, possessed of so decided a superiority, have been greatly checked in their designs, not daring to detach itself, fearful of being cut off by your little Squadron. The recollection of the conduct of the Juno at Toulon, and of the Zealous at Aboukir, would convince this flying Enemy, that what Naval Skill could project, or Valour possibly perform, they would have to encounter.

" That His Majesty may place you in some active situation, where our Country may be benefited by your Services, is our most ardent hope: and we beg to assure you, that you take with you our sincerest wishes for your health and prosperity wheresoever that may be.

" WM. TURNBULL, President,
" And Inhabitants of the Virgin Islands."

TO HIS HONOUR, WILLIAM TURNBULL, ESQ., THE PRESIDENT OF THE COUNCIL OF THE VIRGIN ISLANDS.

" SIR,

" London, 3d July, 1805.

" SINCE my arrival here, I have been honoured with the pleasing testimony of my conduct by the Inhabitants of the Islands under your Government. I feel it the more from the very inadequate Protection I was enabled to afford them. The smallness of the Force under my Command (occasioned by the threatening aspect of an inveterate Foe to the Parent Country), required the greatest Vigilance; and I rejoice that my endeavours have not disappointed me of their good opinion, whose assistance in self-guard better allowed me the means of general Security to our Commerce and Annoyance of the Enemy.

" I request, Sir, you will present the Inhabitants with my sincere thanks, and assure them of my ardent desire that every good fortune may attend them.

" I have the honour to be

" Your obedient humble Servant,

" SAMUEL HOOD."

AMERICAN INTELLIGENCE.

Norfolk, (Virginia), Aug. 27.—On the 9th inst., in lat. $32^{\circ} 12' N.$, and long, $76^{\circ} 20' W.$, the American Ship *Montezuma*, Captain Ives, from the Coast of Africa, and bound to Charlestown, with a Cargo of 348 prime Slaves, was captured by the French Schooner Privateer *Regulator*, Captain Savourne, carrying one brass 24-pounder, four 6's, and 100 Men, out three days from St. Jago, and which has been cruising off Charlestown Bar. They took the Captain and Crew out of the Ship, to whom the Privateer's People behaved with great cruelty, by throwing them into irons, after plundering them of every thing, not excepting their clothes. On the 12th fell in with the Schooner *Marv*, from New York for Charlestown, which they plundered of provisions, &c., to the amount of some hundreds of dollars, and then made sail for some Port in Cuba. On the 19th fell in with the Canton, Captain Bartley, from Tortola, bound to Baltimore, on board of which they put all the Crew of the Ship *Montezuma*, except the Captain, who was determined to stay by his Vessel as long as he could. The Crew of the Privateer is composed of French and Americans.

The Adams Frigate sailed on Friday last on a Cruise, as mentioned in the Ledger of that day. Various have been the conjectures as to the nature of the orders which Captain Murray has received from the Navy Department. Some have conjectured, that the same orders are given to Captain Murray as were given to the Commanders of the Ships of War of the United States in the year 1799; that is, to take all French armed Vessels. This is a measure of more rashness than the present Administration can be justly suspected of. Report says, and we give it only as such, that Captain Murray's instructions are to the following effect:—He is to cruise within three leagues of the Coast, and if he finds any American Vessel, that has been employed in lawful Commerce, in the possession of the armed Vessel of any Nation, he is to release her. American Vessels that have been engaged in any illicit Commerce, or in the St Domingo Trade, are not to meet protection. That beyond three leagues from the Coast, Captain Murray is not to act, nor is he permitted to Capture the armed Vessels that have made Prizes on our Coasts, provided they are regularly commissioned.

If these be the instructions which Captain Murray has received, it will appear to every one conversant in nautical affairs, that the service which he can render must be very limited. By good fortune he may prevent the Capture of one or two Vessels, and he may release one or two more; but the circumscribed nature of his orders will not permit him to act with effect, because the moment the Cruisers ascertain his limits, they will regulate their conduct accordingly.

We are not prepared to say that the Administration could give such instructions as would more effectually put an end to the system of plunder and insult that has degraded us as a Nation, and distressed us as individuals. It would be a measure of too much responsibility in the Executive to adopt a policy that might directly lead to War without the concurrence of the Legislature. The subject may not be deemed of sufficient importance to convene the Legislature, but it is to be feared that, before it assembles according to law, we shall have but little Commerce left to protect.

The representations of the Ambassador of the United States to the Court of Madrid, appear to have induced the Spanish Government to relax considerably the strictness of the Orders to their Ships of War respecting American Ships. On the 15th of August, the Director of the Navy Board addressed the following Circular to the Commandants General of the Maritime Provinces:—

“The Most Excellent Seignior, the Secretary of State, and of the General Office of Marine, in pursuance of the Royal Orders given the day before yesterday, has addressed me as follows:—

“The Most Excellent Seignior, the Minister Plenipotentiary of the United States, has repeatedly complained of the excesses committed by the Spanish Privateers upon the Vessels of his Nation, and refers to three of them having been conducted into Algeiras. He also complains, that similar excesses have been committed in the American Islands, in violation of the Treaty between the two Governments. His Majesty being duly informed of the same, has been pleased

to command that the Spanish Privateers in Europe and America should be fully impressed with the consideration wherewith they should conduct themselves, in order to avoid every irregularity and excess, for which they will be held responsible in every instance which shall be legally proved; and it has also been determined, that the cases of the Vessels detained shall be decided upon with all possible expedition, due regard being still had to the Stipulations of the said Treaty."

On the 25th of August the same Minister addressed a second Circular to the same Officers, in the following terms:—

"The Most Excellent Seignior, the Secretary of State and the Marine Office, has, in pursuance of the Royal Orders given yesterday, addressed to me the following communication:—

"The Most Excellent Seignior, the Minister of the United States, in complaining of new extortions upon, and Captures of, American Vessels, by Spanish Privateers, represents, that eleven Vessels of his Nation have been carried into Algiers, under pretext, it is said, of their having English Merchandize on board. His Majesty being duly informed hereof, has been pleased to command, that if the Capture of the said Vessels should appear to rest only on the ground alledged by the said Minister, they shall be instantly released; inasmuch as, according to the 15th Article of the Treaty with the United States, the American Flag is secured in the free Conveyance of Merchandize of all kinds, notwithstanding its being Enemy's property. But should the grounds of Detention be of a different nature, it is His Majesty's desire that the various cases may be decided in the regular form, and with all possible dispatch. In thus informing you of His Majesty's orders, I am to direct, that you shall transmit them to the Captains General of the Maritime Provinces, in order to their being communicated, to the Commissioners of Marine in the respective Districts, and to the Owners of Privateers, apprising them that they will be held responsible for all the losses they may occasion."

From the New-York Papers to the 4th of September, we have made the following extracts:—

New-York, Aug. 28.—The American Daily Advertiser of Monday last, announces the arrival in Philadelphia of General Moreau, his Lady, and two Children, in good health. They landed at ten o'clock on Sunday morning, and were received by the Citizens with the most respectful attention.

General Moreau's residence will be at the beautiful Seat, late Robert Morris's, at Morrisville, opposite Trenton on the Delaware.

Aug. 31.—A Letter from our Correspondent, dated on Thursday last, states, that General Moreau and Family left Town that morning for Morrisville. Previous to his departure he was waited on in the most respectful manner by the principal Inhabitants of the City, and has accepted an invitation for a public Dinner, to be given in October next.

September 2.—Yesterday the Brig Belleisle, Captain Leach, arrived here in 66 days from Naples; about eight days before he sailed, news arrived there, that General Eaton, at the head of the small American Force which had been detached from our Mediterranean Squadron, and the Troops collected by the rival Brother of the Bashaw of Tripoli, had had an Engagement with the Tripolines at Derne. On which side Victory declared we do not learn, but it was said that General Eaton's Army suffered most severely, and that every American was killed, except Mr. Eaton, who was wounded in the shoulder.

The effects of the Battle, however, was an immediate Negotiation for Peace, to assist at which Colonel Lear went from Malta to Tripoli; and two days after Captain L. sailed, Dispatches were received from Colonel Lear at Naples, bringing the important and glorious intelligence, that a Peace, highly honourable to the United States, had been concluded, and of course the Americans, who had been so long suffering in Captivity, released. Captain L., we understand, brings Dispatches for our Government, so that we may expect shortly to have the official Details of the Battle, the Negotiation, and the Terms of Peace.

FROM THE FRENCH PAPERS.

MINISTRY OF MARINE.

Boulogne, Oct. 1, 1805.

" I HAVE the honour to inform your Excellency, that the day before yesterday the Line of His Majesty's Flotilla, consisting of 27 Gun-boats alone, under Captain Dordelin, had the whole day 23 Vessels in front of them, two of which were of the Line, four Frigates, and the rest Cutters. Yesterday the Enemy had not diminished in number; but accustomed to see them in such Force, I did not think it necessary to reinforce our Line, convinced that it was sufficient to repel all Attacks.

" At midnight, the weather being very thick, and the Sea calm, I heard a warm firing and some discharges of cannon in the Line. I made immediate dispositions for several Divisions of the Flotilla to go out; but the firing having ceased, I suspended that movement. Proceeding along the Line, Captain Dordelin informed me that the Gun-boat No. 62, head of the Line to the East, commanded by Ensign Alex, had been surrounded by a chain of Fire-ships conducted by several Pinnaces.

" That Officer, without slipping or cutting his cable, which would successively have exposed the whole Line to danger from the Fire-ships, kept his Post firmly; and directing all his efforts to the chain which connected the Fire-ships, he attempted to break it, and succeeded.

" The chain being broken, the Fire-ships drifted along the Line, yet the Gun-boat, No. 306, Captain Nivelain, was grappled by six of them. That Officer performed the same manœuvre as Captain Alex, and his Second in Command and two others jumped into the Boat and disengaged the Vessel.

" But one of the Fire-ships having exploded near the Gun-boat, she was thrown up covered with water, and had no other damage than her windows broken and some shot on board.

" No. 291 also experienced the effects of the blowing up.

" The Gun-boats No. 280, 305, 138, 34, and 61, were more particularly attacked, but did not quit their Post.

" Some of the ropes merely were cut by the balls; and the Enemy's Pinnaces, repulsed by a warm firing, soon took to flight, and were indebted for their safety to the darkness of the night. At two o'clock all was quiet along the Line, and we had not a Man killed. At day-break, Captain Alex having perceived some articles floating, sent his Boat with six Men for them: they brought back a spherical machine, copper sheathed, and which was found to be one of the infernal machines, called by the *Moniteur*, *Globes of Compression*. As it was being conveyed on Shore it blew up, and the Midshipman Meisarter and three Men perished.

" At low water we found on the Coast several Wrecks of the Fire-ships; and particularly a lock like that of the Fire-machines which the English used last year with as much ridicule and as little success.

(The Letter concludes by praising the conduct of the Soldiers and Sailors of the Flotilla.)

" The Rear-Admiral, Commander in Chief of the Imperial Flotilla,

" LACROSSE."

Extract of a Letter from an Officer belonging to the Experiment, Botany Bay Ship (last from China), dated Fulmouth, 6th October, 1805.

THE Ship *Experiment*, under the command of Captain Withers, from China, with a Cargo of Teas, on the East India Company's account, was captured on the 27th of May last, in lat. 37° S., long. 22° 30' E., after a chase of thirty hours, by the Napoleon French Privateer, commanded by Captain Mals le Nourville, belonging to St. Maloes, out four months, last from False Bay, Cape of Good Hope, mounting sixteen 32-pounders, four 18-pounders on the gun-deck, two 36-pounders, six 6-pounders on the upper deck, and carrying two hundred Men. When she came up, we engaged within half-pistol shot for half an hour; when our braces and tiller being shot away, our rigging shattered, some thirty-two shot between Wind and Water, two feet water in her hold, which made the Ship quite unmanageable, obliged Captain Withers, with reluctance, to order the Colours to be struck; three of our Men were badly wounded. This was the only Prize the

Napoleon had taken. Captain Withers, the Surgeon, and fourth Officer, were sent to the Isle of France, in the *Experiment*. Myself, the chief and third Officers, with the Purser, were taken on board the *Privateer*, and sent to the Cape of Good Hope, where we found many friends, who procured a Cartel for St. Helena, twenty days after our arrival at the Cape; from thence I got a passage in the *African Whaler*, which has escaped being captured by the *Rocheport Squadron*, which I attribute to the gallantry of Captain Woodriff, of His Majesty's Ship *Calcutta*, who engaged the Enemy, though superior, till we had time to make our escape.

The following is an extract of a letter from Captain Henry Weir, of His Majesty's Ship *Ferriter Gun-brig*, serving in Admiral Russell's Squadron, and dated North Sea, Oct. 8, 1805:—

"Last Sunday night was an evening of horror, glory, joy, and sorrow to me. Just at dark two large French Cutter Brigs ran alongside, one on each beam, and with many opprobrious terms ordered me on board. I had but nine guns to their 36, and was not prepared for such a rencontre. My courage and presence of mind stuck to me, but with them it was only a word and a blow; I prepared to surrender, and in reply ordered the Commodore to come on board me; his rejoinder was a broadside, which very nearly deprived one half of us of existence: our jib-boom just cleared his taffarel when I gave him our larboard guns. They both wore and kept up a well-directed fire until about eight o'clock, by which time our quarters were well cleared, and we got the grape ready, determined to sell our lives as dear as possible, as we had not the least chance of escaping. At this moment, I was under the necessity of sinking all my papers, signals, instructions, &c., to cut away one anchor, heave one useless gun overboard, and clear the decks of every incumbrance. Our main-boom was shot away, all our running rigging, some of the handing, most of the sails shattered; one shot in the magazine, one in my bed place broke in four pieces; both Brigs within pistol shot, and coming still nearer, and no help nigh: in this situation, when I had bid adieu to all worldly cares, and sullenly resolved to sink, the Enemy to my great astonishment hauled his Wind, and stood from us; this was a glorious chance; a dram was administered to our brave Fellows, and we then only wished to be able to catch them; but it would have been madness; we had enough to do to get ourselves into sailing condition. I saw no more of them: next morning I stood for Yarmouth in hopes of meeting a Comrade—I borrowed two tons of water from the *Roebuck*, and sailed the next hour in quest of them; one shot gave me a terrible headach; but, thank God! except a couple of scratches, I escaped; such an escape, perhaps, never occurred; every soul on board had compounded for a French Prison, when I gave the orders "to wear." The Frenchman himself had no idea of my resisting, or he would have boarded us when we wore: I suppose he had at least 300 Men to our 40. —Rule Britannia! I hope to meet them daily, not nightly."—God bless you!

The following Official Notice, announcing the taking off the Blockade of the Elbe and the Weser, was transmitted by Lord Mulgrave to all the Consuls of the Northern Nations resident in London. It was also stuck up at Lloyd's, for the general information of the Merchants.

OFFICIAL NOTICE.

(COPY.)

"THE undersigned, His Majesty's Principal Secretary of State for Foreign Affairs, has received His Majesty's Commands to acquaint M. de Rehausen, that information having been received of the removal of the French Troops from the positions which they occupied on the Banks of the Elbe and Weser, His Majesty has been pleased to direct that the Blockade of the Entrance of those Rivers should be discontinued, and that His Majesty's Ships of War, which were stationed at the Mouth of them for the purpose of blockading, should be withdrawn.

"The undersigned requests, &c. &c. &c.

"MULGRAVE."

"Downing-street, 9th October, 1805."

CAPTAIN MUDGE.

The following Speech was made by Captain Sutton, President of the Court Martial appointed for trying Captain Mudge, of His Majesty's late Ship *Blanche*, on presenting his Sword, after being most honourably acquitted:—

"I feel the greatest satisfaction and pleasure in the discharge of this part of my Duty, having to convey to you the just sentiments which the Members of this Court entertain of your very able and gallant conduct in the Defence made by you of His Majesty's late Ship *Blanche*, against a very superior Force of the Enemy's Ships; and likewise of the spirited support afforded you by the Officers of every description, as well as the Seamen and Royal Marines, under your Command, in the discharge of their Duty; and which reflects upon you and them, on that occasion, the highest degree of merit and approbation.

"On board His Majesty's Ship
Salvador del Mundo,
Plymouth, October 14, 1805."

"JOHN SUTTON,
President of the Court Martial."

N. B. It was proved on the Court Martial, by the oath of Mr. Hughes, the First Lieutenant, that *le Topaze* and *la Torche* came into Action together, and *le Department des Landes* eight minutes after. So much for Captain Baudin's veracity.

AMELIORATION OF THE SITUATION OF THE WORKMEN EMPLOYED IN HIS MAJESTY'S DOCK-YARDS.

FROM time immemorial it has been the practice to calculate the earnings of the Artificers and other Workmen in His Majesty's Dock-yards at the expiration of each quarter, and by the time the books were cast and properly adjusted, it was always near the end of the succeeding quarter before the payments could be made, so that the earnings of the Men were always at least three months, and in part from four to six months, in arrears. The consequence was, the Men were beholden entirely, for the subsistence of themselves and families, to a set of People called Dealers, but who, in fact, were Shop or Tavern-keepers, who supplied them with what they wanted, not in cash, but in different articles of provisions, liquors, or goods, at a deduction of from 10 to 15 per cent. from the amount of their earnings, which the note they got from the Clerk of Check's Office stated to be due to the Parties. Thus the Workman was subjected to a deduction in the rate of his earnings of at least two Shillings in the Pound, and which they were endeavouring to raise to three, while he was frequently compelled to take all he wanted from one Shop or Tavern-keeper, whether he dealt in that article or not, or procured it from another for the Workman's use.

This glaring evil, we are rejoiced to say, is happily now at an end.

On the first Saturday of October, a new mode of payment was adopted throughout all His Majesty's Dock-yards, by which each Artificer and Workman was paid in money from 3-4ths to 7-8ths of the amount of his week's earnings, under the denomination of Subsistence, while the remainder only goes to account, to be calculated at the expiration of the quarter, under the denomination of Arrears.

It is lamentable, but not surprising, to observe the means which were resorted to by these Dealers to render this very salutary measure objectionable to the Parties:—they threatened to cut off all temporary supplies in the interim, and had recourse to every means in their power to thwart the measure in its outset; but their efforts have been in vain, and this excellent regulation has not only met with no obstruction, but promises to be the means of recalling numbers of those valuable Workmen, who have quitted the King's Service for that of the Merchant Builders, from whom they received their wages in a manner certainly more suitable to the exigencies and wants of their Families.

Deal, Oct. 16.—On Monday morning, Mr. Francis, who last year contrived the Expedition, and constructed the Machines which Sir Home Popham ran among

the Enemy's Flotilla at Boulogne, arrived here from Dover; and a rumour was soon spread that he was going to make an experiment, to blow up a Brig of 300 tons with one of his new-invented Catamarans. Curiosity was soon alive, and about four P.M. great crowds of People assembled on the Beach, from Deal to Walmer Castle, opposite which the Brig lay. I saw several People working about her, and much movement of Boats, but till dark the Brig remained unhurt; and the People much disappointed, thinking the experiment had failed, very liberally cursed Mr. Francis and his Catamarans. On Tuesday, however, about three P.M. he again appeared on the Beach, where I and only a few, whose curiosity had not abated, were assembled; we followed him to the water's edge, opposite Walmer Castle, where he was met by a Lady, whom I was told was Lady E. Stanhope, and Niece to Mr. Pitt. After walking some time he tied a pocket-handkerchief to the end of his cane, and made a signal to the Brig, which lay about half a mile from the Shore, and instantly a long ten-oared Galley darted by the bow of the Brig, and threw something into the water, which I presume was the Catamaran.—Mr. Francis then drew out his watch, and turning to the Lady, I heard him say, "15 minutes is her time." I was now all anxiety for the result, and held my watch, counting the minutes. In sixteen minutes the explosion took place, not much louder than that of a four-pounder; an immense column of water and smoke was thrown up, which almost obscured the Vessel: she appeared to be lifted out of the water, and heeling to larboard, she separated in the middle, and the two ends immediately went to the bottom; in one minute nothing was to be seen of her but morsels of floating wreck: the sight was the most awful and grand I ever witnessed. She was riding at anchor, sails bent, new painted, and seemingly prepared for a Voyage; and, as if by a crash of Nature, in one minute she disappeared and went to the bottom. The Wreck was quickly surrounded by the Boats of the curious, and I, among others, went to view her remains. Her fore-castle and main-deck were floating, she was broke completely in two, the planks of her deck and sides were split in thousands of pieces, the foremast was broke in two, the main-mast and pump were blown out of her, and the main-top-sail-yard was blown up to the cross-trees; her knees were torn from her sides, and the beams of the deck broke in several places: in fact, it is impossible to describe a more complete decomposition of a Vessel, or a more dreadful crash of materials. It was perhaps one of the most curious Experiments which has been made in modern times, for who would not have concluded that the powder would spend its force on the water, which is moveable, and not pass through the strong framed bottom of a Vessel? Why was the report arising from the explosion so inconsiderable, when the effect was so great?

Dover, Oct. 2.—Yesterday forenoon, a young Man, who appeared about thirty years of age, and of rather genteel appearance, hired a Boat to go out a pleasuring, as he termed it, for which he agreed to pay the two Men a guinea. They accordingly stretched across the Channel for about eight or ten miles, in full view of the French Coast; but when they were about to put about and return, he earnestly entreated them to land him on the French Coast, as near to Calais as they could; he said he had particular business there, and wanted to see a Friend. The Men, however, very prudently refused; and on their return brought him before the Magistrates of this Town, whom he told, that he was a Native of Ireland, but by no means a Subject of Great Britain, and had a right to go where he pleased; and, as he could get nothing to do in this Country, he thought he might as well go to Calais, where he had a Friend who would do any thing for him. Upon searching him, nothing was found but a few letters of no consequence, and only one seven-shilling piece in money. At times he talked rather incoherently, but still some method was discoverable in his madness; it appeared, however, that he had been all along the Coast of Russia, and seemed to be perfectly well acquainted with it; he sometimes spoke in a sort of broken English, more inclined to a foreign accent than an Irish brogue. While at Sea, he appeared perfectly rational, and requested the Boatmen by all means to avoid every Man of War; but when they insisted on putting about, he became Sea-sick, and then talked incoherently. After a long examination before the Magistrates last night and this morning, he has been sent on to London.

Five o'Clock, P.M.

ATTEMPT TO BURN THE BOULOGNE FLOTILLA.

HIS Majesty's Ship the *Antelope*, Commodore Sir W. Sidney Smith, has just come into these Roads, from off the French Coast, after beating up Channel for the whole of the day. About ten o'clock, A.M., the Furious Gun-brig was also in sight; but upon a Signal from the Commodore's Ship, she stretched off for Boulogne; a Boat from the *Antelope*, with two Midshipmen, came on Shore for a moment for some necessaries, and immediately put off again; the gallant Sir Sidney is expected to land at the Caves in the course of the evening. We have had various surmises and conjectures respecting his late visit to the French Coast. A long ten-oared Galley came in last night from that quarter, from which I learn that an attempt had been made, headed by that intrepid Officer in person, to fire all the Ships in the outward Harbour of Boulogne.

Monday night being very dark, two long Gallies, with some other Boats, stoutly manned by a number of Volunteers from the Utrecht, Admiral's Ship, the *Antelope*, and some other Ships, entered the Harbour unperceived, and had set two of those Fire Machines, called *Carcasses*, adrift, which ran along with the Tide among the Shipping; these were filled with a quantity of combustible matter, and were to explode at a given time (fifteen minutes): in this they succeeded; but, from the powder being too weak, or some unknown cause, they had not the desired effect, although a very considerable conflagration ensued. The Men in the Boats were unfortunately discovered, at the same moment, by the Soldiers at the Batteries, who directly commenced a heavy fire of musketry upon them; the shot flew about them like hail, and a great quantity went through the Boats; one Man had not less than three shots through the crown of his hat: some accounts state, that two Men were killed; but from every thing I have been able to learn, only one Man was badly wounded, and the rest escaped unhurt. From this attempt great expectations are entertained, that the destruction of the Enemy's Flotilla is inevitable, under the indefatigable and spirited talents of such an Officer as Sir Sidney Smith. The late affair may be considered as a mere experiment.

ANOTHER LETTER, SAME DATE.

I HAVE just learnt, that on Saturday night last, Captain Secombe, under the orders of Sir W. Sidney Smith, went in an open Boat, and landed in Boulogne Harbour, and fired six *Carcasses*, the explosion of which had the desired effect, by destroying some of the Flotilla, and greatly injuring the Town: am happy to say there was only one Man wounded. Arrived the Bold Gun-brig, from a Cruise off Calais.

Oct. 8.—Sailed this morning for Harwich, that beautiful new Packet the *Beaufoy*, Captain Norris. She is a very fine Vessel of her Class, with most excellent accommodations; makes up sixteen beds, and sails very well. Lieutenant Robinson has been trying a new sort of Catamaran, built something like a Canoe, but clinch work; she has a contrivance to let the Water in, and sinks the body of the Boat under the Water, so that nothing but the heads and shoulders of the Rowers can be seen, and the Water can be pumped out again, and the body of the Boat will emerge to the surface of the Water, at the will of the Director. Yesterday Mr. Pitt, Lord Warden, held a Pilot's Court; when James Shuttle and Mr. Slater were made Trinity Pilots for this Port, and John Blake and Mr. Kirkard for the Port of Deal. The measuring for our Harbour still goes on, but the Plan of it is not finally fixed on.

FRENCH NATIONAL SHIPS

LOST, TAKEN, OR DESTROYED, SINCE THE COMMENCEMENT OF THE WAR, MAY 17, 1803.

Those to which an Asterisk * is affixed, are now in the British Service.

* *L'Affronteur* Logger, of 14 guns; taken by the *Doris*, of 36 guns, Captain R. H. Pearson, cruising off Ushant, May.

* *La Francaise*, pierced for 44 guns, (now *Franchise*); taken by the *Miotaur*, of 74 guns, Captain C. J. M. Mansfield, in company with the *Thunderer*, of 74 guns, Captain W. Bedford, and *Albion*, of 74 guns, Captain J. Fergier; Channel Station, May 28.

• *L'Ambuscade*, (formerly British,) of 32 guns; retaken by the *Victory*, of 100 guns, Captain S. Sutton; on Passage to Gibraltar, May 28.

L'Inpatiente Corvette, of 20 guns; taken by the *Naad*, of 38 guns, Captain James Wallis, in lat. 45 deg. 50 min. N., long. 4 deg. 40 min., May 29.

L'Inabordable Schooner, of 4 guns, and *le Comode* Brig, of 4 guns; driven on Shore by the *Immortalité*, of 36 guns, Captain E. W. C. R. Owen, in company with the *Jalousie* and *Cruiser Sloops*, and taken possession of by the Boats, under a heavy Fire from the Batteries, &c. on the east side of Cape Blanc Nez, June 14.

L'Arab Brig, of 8 guns; taken by the *Maidstone*, of 32 guns, Captain R. H. Mowbray, near the Western Islands, June 14.

La Betsy Brig, pierced for 6 guns, mounting 4; taken and destroyed by the *Russel*, of 74 guns, Captain R. Williams, off Ushant, June 3.

• *La Colombe* Corvette, pierced for 16 guns; taken by the *Dragon*, of 74 guns, Captain J. Aylmer, in company with the *Endymion*, of 44 guns, Hon. Captain C. Paget, off Ushant, June 18.

Le Venteux Brig, of 10 guns; boarded and taken by two Boats of *la Loire*, of 46 guns, Captain L. F. Maitland, conducted by Lieutenant F. Temple close under the Batteries of the *Isle de Bas* in the night of June 27.

• *La Bacchante*, pierced for 22 guns, mounting 18; taken by the *Endymion*, of 44 guns, Hon. C. Paget, in lat. 27 deg. 12 min. N., long. 20 deg. W., June 25. *La Legere* Schooner, armed with 14 swivels, &c. 2 guns; taken by the *Alarm* Private Ship, Captain de Putron, Channel, June 28.

La Migonne Corvette, of 16 guns, pierced for 18; taken by the *Goliath*, of 74 guns, Captain C. Brisbane, detached from the Squadron under Commodore Bayntum, near the west end of St. Domingo, June 28.

Le Dart Brig, of 4 guns; taken by the *Apollo*, of 36 guns, Captain J. W. T. Dixon, Bay of Biscay, June 9.

La Providence Schooner, 200 tons burthen, of 2 guns, laden with heavy cannon and timber; taken by the Boats of the *Naad*, of 38 guns, Captain James Wallis, at the entrance of Brest Harbour, July 4.

La Creole, of 44 guns, with 530 Soldiers; taken by Commodore Bayntum's Squadron, near St. Domingo, July 1.

• *La Supérieure* Schooner, of 12 guns; taken by the *Vanguard*, of 74 guns, Captain James Walker, Jamaica Station, July 2.

L'Aiguille Brig, of 8 guns; taken by the *Bellerophon*, of 74 guns, Captain J. Loring, Jamaica Station, July.

• *La Vigilante* Brig, of 16 guns; taken by the *Hercule*, of 74 guns, Jamaica Station, July 7, (now *Suffisante*.)

• *L'Alcion* Brig, of 16 guns; taken by the *Narcissus*, of 36 guns, Captain R. Donnelly, near Sardinia, July 9.

Le Lodi Brig, of 20 guns; taken, at anchor, in Leogane Roads, St. Domingo, by the *Racoon* Brig, of 18 guns, Captain A. Bissell, after a severe Engagement of forty minutes, July 11.

• *Le Poison* Volant Schooner, of 12 guns (now *Flying Fish*); taken by the Squadron off St. Domingo, July.

L'Adour Store-ship, pierced for 20 guns; taken by the *Endymion*, of 44 guns, Hon. Captain C. Paget, on her Passage towards Rochefort, July 16.

• *L'Enfant Prodiges* Corvette, (now St. Lucia,) of 16 guns; taken by the *Emerald*, of 36 guns, Captain James O'Bryen, between St. Lucia and Martinique, July 21.

Le Duquesne, of 74 guns, and *Poiseau*, of 36 guns; taken by the *Vanguard*, of 74 guns, Captain J. Walker; *Bellerophon*, of 74 guns, Captain J. Loring; and *Tartar*, of 32 guns, Captain J. Perkins, on the north side of St. Domingo, July 25.

• *L'Epervier* Brig, of 16 guns; taken by *L'Egyptienne*, of 60 guns, Hon. Capt. C. E. Fleming, on the Passage between Guadeloupe and l'Orient, July 27.

Les Deux Amis Schooner, of 3 guns; and *les Trois Freres* Schooner, of 3 guns; taken by the *Racoon*, of 18 guns, Captain A. Bissell; on the Coast of Cuba, in August.

Schooner, name unknown, of 2 guns; run on Shore and destroyed by ditto on the same day.

La Mutine Brig, of 18 guns; run on Shore and destroyed, after a short but spirited Action, by the *Racoon*, of 18 guns, Captain A. Bissell, on the Coast of Cuba, August 17th. The *Racoon* had two Lieutenants and forty-two Men absent at the time in Prizes.

* *Le Papillon* Corvette, of 6 guns, pierced for 12; taken by the *Vanguard*, of 74 guns, Captain James Walker, at St. Marc's, St. Domingo, September 4.

Le Courier de Nantes Schooner, of 2 guns; taken by the *Vanguard*, of 74 guns, Captain James Walker, off St. Domingo, September 5.

* *La Sagesse*, of 28 guns, taken by the *Theseus*, of 74 guns, Captain John Bligh, at Port Dauphin, St. Domingo, September 8.

* *Le Goelan* Brig, of 18 guns, and a Cutter*, (now the *Sandwich*), of 12 guns; taken on the Evacuation of Aux Cayes, St. Domingo, by *la Pique*, of 36 guns, Captain W. Cumberland, and *Pelican* Brig, of 18 guns, Captain H. Whitby, October.

La Petite Fille Gun-brig, *la Jeune Adelle* Schooner, of 6 guns, and *l'Amisté* Cutter, of 4 guns and 6 swivels; taken by the *Racoon* Brig, of 18 guns, Captain A. Bissell, October 14. These Vessels came out of Cumberland Harbour, on the Coast of Cuba, having 350 Troops, including eighty Officers of all ranks, determined to carry the *Racoon* by boarding. But, after an Action of nearly five hours, they were obliged to strike. The Prisoners of *la Petite Fille* afterwards rose on the Prize-master, and run her on Shore on the Rocks. The Enemy had 4 killed and wounded; the *Racoon* none.

* *Le Renard* Schooner, of 12 guns; taken by Lord Nelson's Squadron in the Mediterranean, November 16.

Le Vautour Lugger, of 12 guns, pierced for 16; taken by the *Boadicea*, of 38 guns, Captain John Maitland, off Cape Finisterre, November 24.

La Bayonnaise, of 32 guns; chased into the Bay of Cape Finisterre by the *Ardent*, of 64 guns, Captain R. Winthrop, and blown up by her own Crew, at midnight, to prevent being taken, November 27.

* *Surveillante*, of 40 guns; *Clorinde**, of 40 guns; *Vertu**, of 40 guns; *Cerf** Brig, of 12 guns; *de Couverte* Schooner, of 6 guns; *Novelle Sophie*, and *Justini*, Hired Ships; surrendered, together with a number of Transports, &c. at Cape Francois, St. Domingo, November 30, (including above 5000 Prisoners, the remains of the French Army commanded by General Rochambeau,) to the *Bellerophon*, of 74 guns, and the rest of the Squadron under Commodore J. Loring.

1804.

Passe par Tout, *Chasse Marée*, of 2 guns; taken on the Malabar Coast by the Boats of the *St. Fiorenzo*, of 40 guns, Captain J. Bingham, January 14.

* *Le Curieux*, of 16 guns; boarded and cut out from under Fort Edward, Martinique, by four Boats of the *Centaur*, of 74 guns, Commodore Sir Samuel Hood; conducted by Lieutenant R. C. Reynolds, February 4.

Coquette Schooner, of 2 guns, with 95 Men; captured by the *Stork* Sloop, Captain G. L. Geyt; Jamaica Station, February 24.

Colombe Cutter, of 4 guns; cut out from the Harbour of Sluys by two Boats of the *Cruiser* and *Rattler* Sloops, directed by Lieutenant Francis Cameron, but struck, and was burnt on the Bar in the night of March 8.

Le Terreur Cutter, of 10 guns; taken by *la Pique*, of 40 guns, Captain C. B. H. Ross; Jamaica Station, March 18.

La Charante Corvette, of 20 guns, and *la Joie* Brig, of 14 guns; driven aground and burnt at the entrance of Bourdeaux River, by *l'Aigle*, of 36 guns, Captain George Wolfe, July 16.

La Laurette Schooner, of 5 guns, pierced for 16; taken by the *Pelican* Brig, of 18 guns, Captain John Marshall; Jamaica Station, August 23.

Le Hazard Corvette, of 16 guns; taken by the *Echo* Sloop, of 16 guns, Captain Edmund Boger, off Curacao, October 1.

Gracieuse, of 14 guns; taken by the *Blanche*, of 36 guns, Captain Zachariah Mudge, off Curacao, October 21.

1805.

La Psyche, of 36 guns; taken February 14, by the *St. Fiorenzo*, of 36 guns, Captain H. Lambert, East Indies; lat. 19 deg. N., long. 85 deg. E., after a very spirited resistance of three hours and a half.

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* *Ville de Milan*, of 48 guns; taken by the *Leander*, of 50 guns, Captain John Talbot; on the Halifax Station, Feb. 23. The *Ville de Milan* had previously taken the *Cleopatra*, of 32 guns, after a long and most determined resistance; which latter was also retaken by the *Leander*.

Schooner, (name unknown,) of 7 guns; sunk by the *Gracieuse*, of 14 guns, Captain T. L. Smith; Jamaica Station, April 9.

L'Amite Schooner, of 14 guns; taken June 10, by the *Blanche*, of 36 guns, Captain Zachariah Mudge; Jamaica Station.

Le Fanne Corvette, of 16 guns; taken August 15, by the *Goliath*, of 74 guns, Captain R. Barton, and *Camilla*, of 74 guns, Captain B. W. Taylor; Channel.

DUTCH NATIONAL SHIPS LOST, TAKEN, OR DESTROYED.

1803.

De Haasje Brig, of 6 guns, pierced for 18; taken by the *Caroline*, of 36 guns, Captain B. W. Page, near the Cape of Good Hope, August 2.

* *Hippomènes* Corvette, of 18 guns; taken at the Surrender of Demerara and Essequibo to the Naval and Military Forces under the Command of Sir Samuel Hood and General Greenfield, September 19.

Serpent Schooner; taken at the Surrender of Berbice to Captain L. O. Bland, of the *Heureux*, of 74 guns, September 26.

1804.

Drak Schooner, of 5 guns; taken by the *Lilly* Sloop, of 18 guns, Captain W. Lyall, near Bermuda, March 1.

Antelope, of 5 guns; taken the 23d of March, at night, by the Pinnace and Cutter of the *Stork*, of 18 guns, Captain G. le Geyt; West Indies. The Capture was effected by eighteen Seamen, commanded by Lieutenant Robertson, who all conducted themselves with the utmost Bravery.

Atalante Brig, of 16 guns; taken at anchor in the Vlie-stream, by the *Scorpion* Sloop, of 18 guns, Captain G. N. Hardinge, and *Beaver* Sloop, of 18 guns, Captain Charles Pelly, in the night of March 31.

* *Proserpine*, (now Amsterdam,) of 32 guns; *Pylades* * Corvette, of 18 guns; *George* Schooner, of 10 guns, and seven Gun-boats; taken at the Surrender of Surinam to the Naval and Military Forces under Commodore Sir Samuel Hood and Major-General Sir Charles Green, May 4.

One *Schuyt*, No. 28; taken, May 26, by Sir Sidney Smith's Squadron, between Flushing and Ostend; and five others sunk.

1805.

L'Honneur Schooner, of 12 guns; taken, with 1000 stand of Arms, &c. by the Providence armed Ship, of 16 guns, Captain P. Rye, off Schelling, in the North Sea, April 11.

Seven *Schuyts*; taken April 24, by the Squadron under Rear-Admiral Douglas, off Cape Grianex.

SPANISH SHIPS OF WAR CAPTURED.

Medée, of 44 guns; *la Fama*, of 36; and *la Clara*, of 36; taken, after a severe Action, and detained by the *Indefatigable*, of 40 guns, Captain Graham Moore; *Medusa*, of 38 guns, Captain John Gore; *Lively*, of 38 guns, Capt. G. E. Hamond; and *Amphion*, of 32 guns, Captain S. Sutton; off Cape St. Mary, October 5. The Treasure on board the three Ships was, on a moderate computation, at least one million sterling. The *Mercedes*, another Frigate, of 36 guns, accompanied the Ships captured, but blew up ten minutes after the Action commenced, and all on board, excepting 41 Persons, perished.

Matilda, (with quicksilver,) of 38 guns; taken by the *Medusa*, of 38 guns, Captain John Gore, off Cadiz, November.

* *Amphitrite*, of 36 guns; taken by the *Donnegal*, of 80 guns, Sir R. J. Strachan, Bart., off Cadiz, November 25.

Santa Gertruyda, (with 1,215,000 Dollars, &c.) of 36 guns; taken by the *Polypheusus*, of 64 guns, Captain John Lawford; *Lively*, of 38 guns, Captain G. E. Hamond, in sight; off Cape St. Mary, December 7.

San Miguel, or *El Felix* (valued at 200,000l. sterling; taken by the *Lively*, of 38 guns, Captain G. E. Hamond, December 7, on the Western Ocean.

Mercury, (with 10,000 Dollars); taken by the Phoenix, of 36 guns, Captain T. Baker, on the Western Ocean, December.

Dido (with specie, &c.); taken by the Fiagar, of 38 guns, Captain Lord Robert Mark Kerr, on the Western Ocean, December.

N. S. dos Dolores (with 200,000 Dollars, &c.); taken by the Naiad, of 38 guns, Captain T. S. Dundas, on the Western Ocean, December.

Infanta Carlos Corvette, (with 120,000 Dollars, &c.) of 16 guns; taken by the Diamond, of 38 guns, Captain T. Elphinstone, on the Western Ocean, December.

1805.

Orquijo, of 18 guns; taken, the 8th of February, by the Pique, of 36 guns, Captain C. B. H. Ross, off the Havana.

La Elizabeth, of 10 guns; taken the 3d of April, by the Bacchante, of 20 guns, Captain Charles Dashwood, off the Havana.

San Rafael, of 84 guns; El Firme, of 74 guns; taken, July 2, in the Action between Sir R. Calder's Squadron and the Combined Fleets of France and Spain, commanded by Admirals Villeneuve and Gravina, lat. 43 deg. N., long. 11 deg. W. The Fight was most gallantly maintained during four hours by the British, and terminated in the Enemy's total defeat. The Ordnance exceeded that of Sir R. Calder by one half!

The following is a curious and an accurate State of the Royal Navy of Great Britain, at three different Periods, collected from authentic Documents, from a Ship of 120 guns to 8 guns, in Commission, Ordinary, and Building, inclusive.

IN THE YEAR 1747, SEPTEMBER.

Guns.	No. of Ships.
100	6
90	13
80	16
70	25
60	32
50	35
40	30
20	45
16	43
Bombs	16
Fire-ships	19
Yachts	7

Total 288

Very few Hired Armed Ships at this period.

IN THE YEAR 1779, SEPTEMBER.

	No. of Ships.
In Ordinary; 100 guns to 64	41
Commission; 100 guns to 64	70
Ordinary; 60 guns to 50	10
Commission; 60 guns to 50	15
Fifth Rates to Sloops of 16 and 8 guns, Ordinary	40
Fifth Rates to Sloops, Commission	187
Building from 100 guns to 10	34

Total 400

Includes Hired Armed Vessels in the above List.

In 1779, on the List there were, Admirals	62
Of which have died, to September, 1805	60

Remain alive 2

Admiral Sir P. Parker, Admiral R. Reddam, Esq.

There were also alive, Post Captains	300
Whereof have died	259

Alive only 41

348 NAVAL HISTORY OF THE PRESENT YEAR, 1805.

IN THE YEAR 1805, SEPTEMBER.

	No. of Ships.
In Ordinary, from 120 guns to 64	45
In Commission, from 120 guns to 64	119
Ditto, building	27
In Ordinary, from 52 to 44 guns	17
Ditto, building	1
In Commission, from 50 to 44 guns	19
Building, from 44 to 20 guns	16
In Ordinary, from 44 to 20 guns	39
In Commission, from 44 to 20 guns	140
Sloops of War in Ordinary	26
Building	14
In Commission	412
Hired Armed Ships, Brigs, Luggers, and Cutters, the property of the Merchants	108
Total	983

For these 983 Men of War and Hired Armed Ships, there are appointed. Numerical and Daily Signals, that each Ship may know another, and be known at the Telegraph.

From these Lists it appears, by the vigilance of Government, seconded by the different Boards of Admiralty, the Navy of Great Britain increased from 1747 to 1779	119
From 1779 to 1805	583
Total Increase of the British Navy in 50 years	695

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

[Continued from page 260.]

ADMIRALTY-OFFICE, OCT. 5, 1805.

Copy of a Letter from Rear-Admiral Dacres, Commander in Chief of His Majesty's Ships at Jamaica, to William Meriden, Esq., dated Hercule, Port Royal, 26th July 1805.

SIR,
I HEREWITH transmit, for their Lordships' information, the copy of a letter I have received from Lieutenant Fromow, commanding His Majesty's Schooner Superieure, acquainting me of his having captured a very fast sailing Spanish Felucca Privateer that has much annoyed the Trade of the Island of Jamaica.

I am, &c.

J. R. DACRES.

His Majesty's Schooner Superieure, Wednesday,
24th July 1805. The Mercat Keys N.
Three Deg. E. distant 45 Miles.

SIR,

I have the honour to inform you, that His Majesty's Schooner under my Command fell in with, and after a Chase of nine hours, going free, captured the Spanish Felucca El Santa Maria Magdalena, alias Son Sorito, commanded by Antonio Amet, armed with one gun and small arms, and manned with thirty Men; has been cruising twenty days, and has only taken one Drogger.

I have the honour to be, &c.

To J. R. Dacres, Esq., Commander in Chief,

W. C. FROMOW.

OCTOBER 15.

Copy of a Letter from Lieutenant Robert Tomlinson, Commander of His Majesty's Gun-brig the *Dexterous*, to William Marades, Esq., dated in Gibraltar-Bay, the 12th September 1805.

SIR,

I have the honour to acquaint you, for their Lordships' information, that, cruising pursuant to orders from Sir William Bolton, Bart., on the 11th instant, about one A. M., the Rock of Gibraltar bearing about N. N. W. two leagues, I fell in with and captured the Gun-boat No. 4, Lieutenant Nicholas Magorga, Commander, carrying one long twenty-four pounder, one carronade, and thirty-four Men; we likewise took seven Merchant Vessels of the Convoy, which are all arrived safe in this Roadstead; they were from Malaga bound to Algiers. It is with great pleasure that I have to report to their Lordships the zeal and activity with which every Officer and Man did his duty on this occasion: and when their Lordships are informed that these Vessels were taken in the face of eight of the Enemy's armed Vessels, who had charge of the Convoy, and who carried near three hundred Men, I most humbly hope my conduct will meet their Lordships' approbation. I remain, with the greatest respect,

R. TOMLINSON, Lieut. and Com.

East-India Intelligence.

SHIPPING.

THE Hawkesbury, Baring, and Airly Castle, from Ganjam, and the Duke of Montrose, from Bengal, arrived at Madras on the 1st of May. By intelligence received from Canton, by the Ships lately arrived from thence, we learn, that the Force of the Pirates in the Chinese Seas amounts to upwards of 800 Junks, well armed, having on board above 60,000 Men. They have become so formidable, that they for some months stationed themselves in the Taypa, and approached the Portuguese Ports with the greatest courage. Whilst they remained on this Station, all supplies from Canton were cut off. The trading Ships having fortunately returned from India, were fitted out from Macao with all expedition, and were on the point of sailing, when an account was received, that a communication had been made to these Marauders of the Force that was to proceed against them. They accordingly quitted their Station, and made a precipitate retreat.

Bombay, Feb. 26.—The James Sibbald, belonging to Bombay, has been captured on her Passage from Calcutta; her Cargo 16,000 bags of rice. The Brig Catharine, Captain White, from Calcutta, bound to Ceylon, with provisions for His Majesty's Squadron, was also taken by the same Privateer. Her name the *Harriet*, Captain Henri.

Calcutta, April 23.—The Ship Arran, Captain William Robb, anchored yesterday off Calcutta, from Madras, whence she sailed on the 15th instant. Passenger, Miss Fleming. We have the pleasure to state, that Captain Robb has brought intelligence of the Capture of the French Privateer Brig *Gautavie*, of 14 guns and 113 Men, by His Majesty's Ship *Caroline*, of Madras, and had taken her into that Port. The Privateer had been about two months out from the Isle of France, and had taken the Prize, the *Ann*, Captain Gibson. A few days prior to these Ships, a Dutch 44 gun Frigate sailed from Batavia, her destination not known.—*Star, extra.*

From the *Bombay Courier*, May 11, 1805.—On Saturday last, the 5th instant, anchored in the Harbour, the *Lowjee Family*, Captain George Harrower, from Canton. She left the Macao Roads on the 7th of March, in company with the second homeward-bound China Fleet, under Convoy of His Majesty's Ship *Athenienne*, of 64 guns, consisting of the following Indiamen; viz.

Neptune, Captain Donaldson; *Perseverance*, Captain Tweedle; *Ceres*, Captain Dunsford; *Alnwick Castle*, Captain Gladstones; *Cuffins*, Captain Halkett; *Royal Charlotte*, Captain Franklin; *Araiston*, Captain Jameson; *Taunton Castle*, Captain Pearce; and *True Briton*, Captain Hughes;—from which she parted on the 6th of April, about ten leagues to the westward of Acheen Head.

Passengers per *Lowjee Family*, Mrs. Harrower and Captain Ross, and the Officers of the *Friendship*, of Madras, which was wrecked in November last on the Coast of Hayman; the Crew saved.

Promotions and Appointments.

Captain Lawford is appointed to the *Impetueux*; Captain Damm, to the *London*, which Ship Sir J. T. Duckworth has hoisted his Flag on board of; Sir Robert Barlow, to the *Barbeur*; Captain Rathborne, to the *Foudroyant*, Sir T. Graves's Flag Ship; Captain J. W. Loring, to the *Santa Margarita*; Captain R. Macdonald, to the *Franchise*; Captain Nairn, to the *Hallifax Sloop*; Captain Busby, to the *Heron*; Captain Hodgson, to the *Spy*; Captain Wilkinson, to the *Nightingale*; Captain Stansell, to the *Gorgon*; Captain Adams, to the *Resistance*, a new Frigate, of 50 guns; Captain P. Campbell, to the *Chiffonne*; Captain Bradby, to the *Calypso*, vice Forster; Captain R. Williams, to the *Alert*; Captain Garth, to the *Imogene*; Captain Joyce, to the *Camel*; Captain Payerman, to the *Formidable*; Captain Giffard, to the *Athenian*; Captain G. Moore, to the *Fame*, a new 74; Captain Rodd, to the *Indefatigable*; Captain Sailes, to the *Adamant*; Captain J. Brisbane, to the *Alemene*; Captain Palmer, to the *Wizard*; Captain Simpson, of the *Wasp*, to the *Star*; Captain James, to the *Kite*; Captain Collins, to the *Meteor*; Captain Slade, to the *Duchess of Bedford*; and Captain T. Brown, to the *Raven*.

Captain Garrett, Commander of the Sea Fencibles at Southampton, and Son of D. Garrett, Esq., of Portsmouth, is appointed to command the Kent, of 74 guns.

Lieutenant Dacres, Son of Admiral Dacres, is appointed to command the *Elk Sloop*; Lieutenant P. Lowe, to the *Watchful*; and Lieutenant Leach, to the *Cracker*.

BIRTHS.

September 2. At Holme Pierrepont, near Nottingham, the Lady of the Hon. C. H. Pierrepont, a Captain in the Royal Navy, M. P. for the County, of a Son.

At Dover, the Lady of Captain Western, of the Royal Navy, of a Daughter.

October 14. At Shepherd's Bush, Middlesex, the Lady of Lieutenant Hardacre, of the Royal Navy, of a Daughter, which makes the seventh Daughter in succession.

MARRIAGES.

September 13. At Ramsgate, Lieutenant Rowland Money, of the Royal Navy, to Miss Maria Money, Daughter of the late William Money, Esq., of Walthamstow.

16. At Kinsale, S. C. Rowley, Esq., Captain in the Royal Navy, and M. P. for the same place, to Miss Thompson, of Cork.

At Lisbon, James St. Aubyn, Esq., of Plymouth Dock, to Miss Louisa Mitchell, Daughter of Sampson Mitchell, Esq., of the Royal Navy, Lisbon.

Lieutenant Meredith, of the Royal Marines, to Miss Hicks, of Enbourne.

At Weymouth, Lieutenant Falconer, of the Royal Navy, to Mrs. Jones, Widow of the late Rector of Latchington, in Essex.

October 12. At St. George's, Hanover-square, Captain Harris, of the Royal Navy, to Miss Williams, of Berwick Castle, Wilts.

At Plymouth, R. Bromley, Esq., of the Royal Navy, to Miss Sheppard, Daughter of Dr. Sheppard, of Plymouth Dock-yard.

OBITUARY.

September 30. Robert Spottiswoode, Esq., of Dunipace, late Commander of the *Lord Nelson East Indiaman*.

On board the *Trident*, two days before she reached the Downs, from the East Indies, Captain Batt, late Commander of the *Albatross Sloop*.

G. Besborough, Esq., Agent Victualler to the Fleets on the Leeward Island Station.

At Stonehouse, near Plymouth, Mrs. Coutts, Widow of Captain Coutts, of the Royal Marines.

Lately, on board the *Hyæna*, on his Passage from Barbadoes, Lieutenant Smylie, of His Majesty's late Ship *Cyzene*.

October 1. Captain George Clarke, of the Royal Navy.—See page 287.

23. At his house, near Portsmouth, Rear-Admiral R. Palliser Cooper. He was in good health till within half an hour of his Death. The Rear-Admiral was on the Superannuated List. He was made a Post Captain in the Year 1778.

Lloyd's Marine List

OF

SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.

FROM MARCH 22 TO MAY 3, 1805.

THE Vénus, ———, from Montevideo to Cadiz, is taken by the *Wasp* Sloop, and sent into Lisbon.

The *Pomona*, ———, from Sunderland to Tontham, was captured off Portland, 26th March, by a French Privateer, 8000 taken by the Greyhound Revenue Cutter, and sent into Weymouth.

The sportsman, *Straron*, from Lisbon to Gibraltar, is taken, and carried into Algiers.

The *Aurora*, Spencer, from Newfoundland, is lost at Gibraltar; Crew saved.

The *North Star*, Harker, from Liverpool to Berber, is on shore at Holyhead.

The *Laurie*, Taylor, from Liverpool to Greenock, is totally lost in the Mouth of Galloway. Crew saved.

The *Lyta Ock* Welsgar, from Penzance to Trieste, was lost 25th January, near Trieste.

The *Kuryales* Private has taken the *St. Joseph*, from River Plate to Cadiz, and sent her into Portsmouth.

The *Fama*, Spanish Privateer, of 4 guns and 61 Men, was captured off Oporto Bar the 18 March, by the *Circus* Frigate.

The *Brig Albany*, Wardropper, from Sunderland, was captured about three leagues off Portland, on the 23d March, by the *Bonheur* French Brig Privateer, of 14 guns and 40 Men, and retained the same day by the *Greyhound* Revenue Cutter, and is arrived at Weymouth.

The *Brigate*, Hornburgh, from East to London, was taken and burnt in the Mediterranean.

Three Brigs, names unknown, were captured off the *Land's End* on the 23d March, by a French Privateer.

The *Elizabeth*, Smith, and the *Sarah*, Jones, from Buzhid to London, were wrecked six miles to the westward of Boulogne, 14th December last; all the Crew of the *Elizabeth* and the *Mate* and two Boys of the *Sarah* drowned.

The *Emilia*, Jenkins, from Havre to Embden, was lost on the Coast of Larkum on the 12th February.

From the Journal du Commerce of the 9th and 10th March, ——— The *Prospere* Privateer has sent into Treport an English Brig laden with coals.

"The *Glaucour* Privateer of Calais has taken, and sent into that Port, the *Commerce*, Whitaker, from Cork to London; and the *Robert* and *Ann*, Henderkin, from Shoreham to London."

The *Newstead*, Doffin, in ballast, is taken and sunk by the *Silphie* French Privateer in the North Sea.

The *Pomona*, Colind, from Smyrna to Amsterdam, is detained and sent into Malta.

The *Ebenezer*, Barford, from Christchurch to Ballyshannon, is stranded near Ballyshannon.

The *Friendship*, Spelman, from Petersburg to Cork, was lost on the Rocks off Lavent Karen, 20 November last.

The *William* and *Jane*, Cole, from New York to Belfast, is lost near the Rocks. Part of the Cargo expected to be saved.

The *Good Design*, Aikens, from Liverpool to Riga, is totally lost off the Isle of Man.

The *Duchess of Rutland* (Transport), Polzane, from Malta to England, was taken and burnt, 6th February, by the *Invincible* Frigate; the Crew carried to Carthagena.

The *Prince of Asturias*, Glend, from Portsmouth to Barbadoes, was taken by a French Squadron, consisting of one *Three Decker*, two *80's*, two *74's*, and five *Frigates*, which arrived at Martinique from Rochfort on the 19th Feb.

The *Curieux* Sloop of War has taken the *Madame Ernest* French Privateer, of 22 guns, after a long Engagement, and carried her into Barbadoes.

The *Delune*, Baptiste, from Lisbon to Nantes, is detained by the *Traiter* Gun-Brig, and sent into Cork.

The *B. Mary*, ———, from Poole to Liverpool, was taken 20th March by the *Confiance* Privateer, retaken 24th by the *Decade* Frigate, and sent into Plymouth.

The *Minerva*, Dunerville, from London to St. Vincent's; and the *Peggy*, Warren, from London to Tortola, have been taken, and retained near Barbadoes, and carried into that Island.

The *Queen Charlotte*, ———, from Whitehaven to Grenada, has been captured, retaken, and arrived at Grenada.

The *Acart*, Langley, and the *Catle*, Anderson, from Malta to London, and a Ship and a Brig, names unknown, part of the *Arrow* and *Acheron's* Convoy, are taken by the *Paucet* Privateer of Cadiz, and were carried into Malaga the 24th of March. It is reported the same Privateer had taken another Vessel of that Fleet, and sent her into Algiers.

The *Wanton*, Baker, from Tobago to St. Vincent's, is captured.

The *Nancy* and *Peggy*, Harrison, from Dublin to Liverpool, is on shore near Holyhead, but expected to be sent off.

The *Commerce*, Whitaker, from Cork to London, is taken and carried into Calais.

The *Schooner* *Leviathan* Falcon, de Jesus, from Lisbon to Liverpool, was stranded 29th March, near Pwllhely.

The *Nelly*, Madegman, from Hull to Oporto, is taken by the *Diabelle* Privateer, of Vigo, and carried into Guadalupe.

The Swedish Galliot *Anna Charlotte*, Lend, from Dublin to Oporto, is detained by a Spanish Privateer, and sent into a Port in Galicia.

The *George* and *Bridget*, Mault, from London to Jamaica; the *Brothers*, ———, from London to Barbadoes; and the *Webbary*, Gilbert, from Bristol to Grenada, are captured, and carried into Guadalupe.

The *Hermes*, Chapman, from London to Jamaica, is taken and carried into Guadalupe.

The *Maryann*, Mortimer, from Africa to the West Indies, is lost on the Coast. People saved.

The *Hiattre* Mrs. de Lopo, from Liverpool, is detained at Vigo.

The *Adventure*, Wriggins, from the *Current Islands* to London, having lost her rudder, was burnt in the Mediterranean.

The *Union*, de Brun, from Naples to Jersey, upset, and foundered in the Mediterranean.

The *Mentor*, Ma ten, from *Mardelles* to Embden, is sent into Yarmouth by the *Bold Gun Brig*.

The *Fortuna*, Dunis, from London to St. Michael's, put into St. Andrea, in distress, on 12th December, having carried away all her sails off Cape Finisierre. Her Cargo was seized on the 24th, as English property, and it was expected it would be confiscated.

The *Sarah*, Coleman, from Yarmouth, is lost in the Humber. Crew saved.

The *Emerald*, M'Farlane, from London to London and Jamaica, is put into Bermuda in distress.

The *Commerce*, (American), Rockwell, from Liverpool to New Orleans, is captured by a French Privateer. Crew arrived at North Carolina, in the *Mary*, Arnold.

The *British Queen*, Redden, is lost near Shields Harbour. Crew saved.

The *Ruby*, Gautham, from Dublin to Jamaica, was taken by the *Grande Déceur* Privateer, of 20 guns, and carried into Guadalupe the 28th January.

The *Guardian*, Duplex, from New York to Dublin, is totally lost near Cur.

The *Ararat*, Smith; and the *Phillips*, Ruffingham, of and for Barbadoes, from St. Domingo, were taken off Crooked Island, 18 January, by the *General* French Privateer, and left by her in lat. 25. 10. 2. 72. The former was ordered to Guadalupe, and the latter to St. Martin's. The Privateer arrived at Guadalupe the 26th of January.

The *Manhattan*, Ladow, from Batavia to New York,

Promotions and Appointments.

Captain Lawford is appointed to the *Impetueux*; Captain Dunn, to the *London*, which Ship Sir J. T. Duckworth has hoisted his Flag on board of; Sir Robert Barlow, to the *Barbeur*; Captain Rathborne, to the *Fondroyant*, Sir T. Graves's Flag Ship; Captain J. W. Loring, to the *Santa Margarita*; Captain R. Macdonald, to the *Franchise*; Captain Nairn, to the *Hallifax Sloop*; Captain Busby, to the *Heron*; Captain Hodgson, to the *Spy*; Captain Wilkinson, to the *Nightingale*; Captain Stansell, to the *Gorgon*; Captain Adams, to the *Resistance*, a new Frigate, of 50 guns; Captain P. Campbell, to the *Chiffonne*; Captain Bradby, to the *Calypso*, *vice Forster*; Captain R. Williams, to the *Alert*; Captain Garth, to the *Imogene*; Captain Joyce, to the *Camel*; Captain Fayerman, to the *Formidable*; Captain Giffard, to the *Athenian*; Captain G. Moore, to the *Fame*, a new 74; Captain Rodd, to the *Indefatigable*; Captain Stiles, to the *Adamant*; Captain J. Brisbane, to the *Alemene*; Captain Palmer, to the *Wizard*; Captain Simpson, of the *Wasp*, to the *Star*; Captain James, to the *Kite*; Captain Collins, to the *Meteor*; Captain Slade, to the *Duchess of Bedford*; and Captain T. Brown, to the *Raven*.

Captain Garrett, Commander of the Sea Fencibles at Southampton, and Son of D. Garrett, Esq., of Portsmouth, is appointed to command the *Kent*, of 74 guns.

Lieutenant Dacres, Son of Admiral Dacres, is appointed to command the *Elk Sloop*; Lieutenant P. Lowe, to the *Watchful*; and Lieutenant Leach, to the *Cracker*.

BIRTHS.

September 2. At Holme Pierrepont, near Nottingham, the Lady of the Hon. C. H. Pierrepont, a Captain in the Royal Navy, M. P. for the County, of a Son.

At Dover, the Lady of Captain Western, of the Royal Navy, of a Daughter.

October 14. At Shepherd's Bush, Middlesex, the Lady of Lieutenant Hardacre, of the Royal Navy, of a Daughter, which makes the seventh Daughter in succession.

MARRIAGES.

September 13. At Ramsgate, Lieutenant Rowland Money, of the Royal Navy, to Miss Maria Money, Daughter of the late William Money, Esq., of Walthamstow.

16. At Kimsale, S. C. Rowley, Esq., Captain in the Royal Navy, and M. P. for the same place, to Miss Thompson, of Cork.

At Lisbon, James St. Aubyn, Esq., of Plymouth Dock, to Miss Louisa Mitchell, Daughter of Sampson Mitchell, Esq., of the Royal Navy, Lisbon.

Lieutenant Meredith, of the Royal Marines, to Miss Hicks, of Enbourne.

At Weymouth, Lieutenant Falconer, of the Royal Navy, to Mrs. Jones, Widow of the late Rector of Latchington, in Essex.

October 12. At St. George's, Hanover-square, Captain Harris, of the Royal Navy, to Miss Williams, of Berwick Castle, Wilts.

At Plymouth, R. Bromley, Esq., of the Royal Navy, to Miss Sheppard, Daughter of Dr. Sheppard, of Plymouth Dock-yard.

OBITUARY.

September 30. Robert Spottiswoode, Esq., of Dunipace, late Commander of the *Lord Nelson* East Indiaman.

On board the *Trident*, two days before she reached the Downs, from the East Indies, Captain Batt, late Commander of the *Albatross Sloop*.

G. Besborough, Esq., Agent Victualler to the Fleets on the Leeward Island Station.

At Stonehouse, near Plymouth, Mrs. Coutts, Widow of Captain Coutts, of the Royal Marines.

Latelly, on board the *Hymna*, on his Passage from Barbadoes, Lieutenant Smylie, of His Majesty's late Ship *Cyane*.

October 1. Captain George Clarke, of the Royal Navy.—See page 287.

23. At his house, near Portsmouth, Rear-Admiral R. Palliser Cooper. He was in good health till within half an hour of his Death. The Rear-Admiral was on the Superannuated List. He was made a Post Captain in the Year 1778.

Lloyd's Marine List

OF

SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.

FROM MARCH 22 TO MAY 3, 1805.

THE Vikaria, ———, from Montevideo to Cadix, is taken by the *Wasp* Sloop, and sent into Lisbon.

The *Pumona*, ———, from Sunderland to Tenthum, was captured off Portland, 26th March, by a French Privateer, since retaken by the Greyhound Revenue Cutter, and sent into Weymouth.

The *Spartan*, Stratton, from Lisbon to Gibraltar, is taken, and carried into Algiers.

The *Aurora*, Spencer, from Newfoundland, is lost at Gibraltar; Crew saved.

The *North Star*, Barker, from Liverpool to Barbice, is on shore at Holyhead.

The *Laurel*, Taylor, from Liverpool to Greenock, is totally lost in the Gulf of Galloway. Crew saved.

The *Lyta Oak*, Wilson, from Penzance to Trieste, was lost 25th January, near Trieste.

The *Karyalos* Frigate has taken the *St. Joseph*, from River Plate to Cadix, and sent her into Portsmouth.

The *Fama*, Spanish Privateer, of 4 guns and 61 Men, was captured off Oporto Bar the 18 March, by the *Circe* Frigate.

The *Brig Affinity*, Wardropper, from Sunderland, was captured about three leagues off Portland, on the 23d March, by the *Bombard* French Brig Privateer, of 14 guns and 40 Men, and retaken the same day by the *Greyhound* Revenue Cutter, and is arrived at Weymouth.

The *Bridge*, Morchburgh, from Sant to London, was taken and burnt in the Mediterranean.

Three Brigs, names unknown, were captured off the *Land's End* on the 23d March, by a French Privateer.

The *Elizabeth*, Smith, and the *Sara*, Jones, from Bunkid to London, were wrecked off Malice to the westward of Boscage, 18th December last; all the Crew of the *Elizabeth* and the *Maid* and two Boys of the *Sara* drowned.

The *Ennisk*, Jenkins, from Harve to Embden, was lost on the Coast of Arkum on the 12th February.

From the Journal de Commerce of the 9th and 10th March, ——— The *Prospere* Privateer has sent into Trepont an English Brig laden with coals.

“ The *Glaucur* Privateer of Calais has taken, and sent into that Port, the *Commerce*, Whaler, from Cork to London; and the *Robert* and *Ann*, Henderius, from Shoreham to London.”

The *Newland*, Doherty, in ballast, is taken and sunk by the *Slipsh* French Privateer in the North Sea.

The *Pumona*, Colloid, from Smyrna to Amsterdam, is detained and sent into Malice.

The *Ebenezer*, Barlow, from Christiania to Ballyshannon, is stranded near Ballyshannon.

The *Friendship*, Spelman, from Petersburg to Cork, was lost on the Rocks off Laveus Karen, 3d November last.

The *William* and *Jane*, Cole, from New York to Bedford, is lost near the Rocks. Part of the Cargo expected to be saved.

The *Good Design*, Athens, from Liverpool to Riga, is totally lost off the Life of Man.

The *Duchess of Rutland* (Transport), Poignate, from Malta to England, was taken and burnt, 6th February, by the *Invincible* Frigate; the Crew carried to Cartagena.

The *Prince of Asturias*, Gl-ed, from Portsmouth to Barbadoes, was taken by a French Squadron, consisting of one *Three Decker*, two 80's, two 74's, and five Frigates, which arrived at Martinique from Rochfort on the 19th Feb.

The *Curlew* Sloop of War has taken the *Madame Ernest* French Privateer, of 22 guns, after a long Engagement, and carried her into Barbadoes.

The *Delaine*, Baptiste, from Lisbon to Nantes, is detained by the *Teser* Gun-boat, and sent into Cork.

The *Ever*, ———, from Foulie to Liverpool, was taken 20th March by the *Confiance* Privateer, retaken 24th by the *Secede* Frigate, and sent into Plymouth.

The *Minerva*, Dunsterville, from London to St. Vincent's; and the *Peggy*, Warren, from London to Tortola, have been taken, and retaken near Barbadoes, and carried into that Island.

The *Queen Charlotte*, ———, from Whitehaven to Grenada, has been captured, retaken, and arrived at Grenada.

The *Aart*, Langley, and the *Cable*, Anderson, from Malta to London, and a Ship and a Brig, names unknown, part of the *Arrow* and *Acherus*'s Convoy, are taken by the *Puerto* Privateer of Cadix, and were carried into Malaga the 9th of March. It is reported the *three* Privateers had taken another Vessel of that Fleet, and sent her into Algiers.

The *Washon*, Hakes, from Tobago to St. Vincent's, is captured.

The *Nancy* and *Peggy*, Harrison, from Dublin to Liverpool, is on shore near Holyhead, but expected to be sent off.

The *Commerce*, Whaler, from Cork to London, is taken and carried into Calais.

The *Schooner* *Leviathan* Falco, de Jesus, from Lisbon to Liverpool, was stranded 29th March, near Felicity.

The *Nelly*, Maffeyman, from Hull to Oporto, is taken by the *Dubello* Privateer, of Vigo, and carried into Guadalupe.

The *Sveith* Galliot *Aand* *Charlotte*, Lend, from Dublin to Oporto, is detained by a Spanish Privateer, and sent into a Port in Galicia.

The *George* and *Brigier*, Munk, from London to Jamaica; the *Brothers*, ———, from London to Barbadoes; and the *Westbury*, Gilbert, from Bunkid to Grenada, are captured, and carried into Guadalupe.

The *Hermes*, Chapman, from London to Jamaica, is taken and carried into Guadalupe.

The *Maryann*, Mortimer, from Africa to the West Indies, is lost on the Coast. People saved.

The *Mistress* *Sra. de Lopo*, from Liverpool, is detained at Vigo.

The *Adventure*, Wrighton, from the *Current* Islands to London, having lost her rudder, was burnt in the Mediterranean.

The *Union*, le Iron, from Naples to Jersey, upset, and foundered in the Mediterranean.

The *Mentory*, Ma Lee, from Martinique to Embden, is sent into Yarmouth by the *Bold* Gun Brig.

The *Fortuna*, Davis, from London to St. Michael's, got into St. Andero, in distress, on 12th December, having carried away all her sails off Cape Finisterre. Her Cargo was seized on the 24th, as English property, and it was expected it would be confiscated.

The *Sarah*, Coleman, from Yarmouth, is lost in the *Humber*. Crew saved.

The *Emerald*, McFarlane, from London to Boston and Jamaica, is put into Bermuda in distress.

The *Commerce*, (American), Rockwell, from Liverpool to New Orleans, is captured by a French Privateer. Crew arrived at North Carolina, in the *Mary*, Anson.

The British *Queen*, Reddon, is lost near Shields Harbour. Crew saved.

The *Ruby*, Grantham, from Dublin to Jamaica, was taken by the *Grande* *Deferre* Privateer, of 20 guns, and carried into Guadalupe the 28th January.

The *Guardian*, Duplex, from New York to Dublin, is totally lost near Cork.

The *Arcton*, Smith; and the *Phillips*, Birmingham, off and for Baltimore, from St. Domingo, were taken off Crooked Island, 18 January, by the *General* *Ernest* Privateer, and left by the latter in lat. 25. long. 72. The former was ordered to Guadalupe, and the latter to St. Martin's. The Privateer arrived at Guadalupe the 26th of January.

The *Manhattan*, Laffor, from Batavia to New York,

was detained at sea on the 17th February, by the *Early Bird*, and sent for New Providence.

The *Hibernia*, Frigate, from Africa to Seagrams, has been taken, retaken, and carried into Barbadoes.

The *Furber*, *Barnett*, from Liverpool, was taken on the windward Coast of Africa in December last.

The *Abchurch*, M. *Cornick*, from Africa to the West Indies, is captured near Barbadoes, and carried into Guadeloupe.

The *Spanner*, *Oshorn*, from Liverpool to Baltimore, is taken; the *White*, *Wood*, ———, of Warrington, and a Brig from Scotland, to Newfoundland, have been taken near Tony Island, by a Privateer of 14 Guns. The former since retaken by the People on board, and arrived at Whitehaven.

The *Scorpion*, *Wardell*, from Cork to London, is captured.

The *Isles*, *Robbin*, from London to Honduras, has been taken by the *Deux Amis* Privateer, retaken by the *Princess Charlotte* Frigate, and sent for Jamaica.

The *Nimble*, *Freeman*, from London to Aberdeen, was taken off the Spurn 9th April, by a Lugger Privateer.

The *Fortune* and the *Merrug* French Privateers are taken by the *Concorde* Frigate, and carried into Bombay, in November.

The *Expedition*, *Watt*, with coals, for London, is sent near Sicily.

The *Cheshfield*, *Briggs*, from Naples to London; and the *Hannan*, *Mura*, from Sicily to London, are taken by the *Faust* Privateer of Cadix, and carried into Malaga 6th of March.

The *Ald*, *Wright*, from London to Oporto, is taken and carried into a Port near Vigo.

The *Westmoreland* Privateer, of Liverpool, *Gordall*, is taken by a French Privateer after a long engagement.

The *Ser* *Geoffrey*, de *Vries*, from Lisbon to Amsterdam, is detained by the *Agis* Privateer, of Dartmouth, and arrived at Plymouth.

The *Fanny*, ———, from St. Lucia to Bristol, foundered at sea.

From the *Journal du Commerce* to the 9th of April. — The *Intrepid* Privateer, of Nice, has sent into a Spanish Port an English *Veil* laden with tobacco.

"The *Deux Fries* Privateer, of Boulogne, has taken and carried into St. Valéry the *Adonis*, *Kilward*, from Plymouth to Sunderland.

"The *Glanier* Privateer, of Cadix, has taken and sent into Oporto the *Hope*, *Bauky*, of 71 tons burthen, in ballast."

The *Bilguy*, ———, Spanish ship, from Montevideo to Lisbon, was taken 2d of March, near St. Michael's, by the *Napoleon*, Captain *Henry*, from Greenwich, and is arrived in the Clyde.

The *Conquistador*, *dos Santos*, from Cork to Lisbon, is taken by a Spanish Privateer, and carried into Vigo.

The *Ship Union*, *Jacobs*, arrived at Philadelphia from Batavia, was boarded 29th January in lat. 12. 59. N., long. 47. 23. W., by an armed Brig, under Spanish Colors, said to be from Cadix, called the *Santo del Camano*. She had captured an English Guineaman a few days before.

The *Mary*, *Walden*, from Lynn to Scotland, has been taken by a Lugger Privateer of 4 guns, retaken by His Majesty's Ship *Indefatigable*, (which has also captured the Privateer) and arrived at Yarmouth.

The *Chaparr* Frigate, of 31 guns, was taken on the African Station, after a severe engagement, by the *Ville de Milan*, French fifty-gun Ship, which is since taken by His Majesty's Ship *Leander*, which has also retaken the *Chaparr*.

The *Europe*, ———, from Montevideo, is taken by the *British Frigate*, and sent into Portsmouth.

The *William*, *M'Fry*, is lost at Fishkill Garden, Jamaica.

The *Mayflower* Privateer, of Guernsey, has taken and carried into that Island the Spanish Ship *Perla*, *Peruira*, from Montevideo to Vigo and Coruna, laden with 24,000 bottles, 200 French talow, and 10 boxes, containing 30,000 dollars.

The *Miserva*, ———, from Africa, has been taken off Surinam by a Privateer, since retaken, and arrived at Barbadoes.

The *Friendship*, *Evans*, from Newfoundland to England, sailed 12 of January last, and has not since been heard of.

The *Eugene*, ———, from Bourdeaux to New Orleans, is detained by the *Reverend* Schooner, and sent into Jamaica.

The *Albert*, *Loyd*, of and from Dartmouth to Waterford and Newfoundland, was taken 25th March, off the

Land's End, by a French Privateer, and carried into Brazil.

The *Little Sisters*, *Vickers*, from Bristol to Newfoundland, is on shore on Wicklow Bank. Crew saved.

The *Scaphy*, *Pace*, from Virginia to Jamaica, is lost on the Grand Caicos.

The *William*, late *Rawlin*, from Jamaica to London, was taken 27th December by a French Privateer, and totally lost two days after on Colliards's Reef. Crew saved.

The *Hibernia*, *Davis*, from Bristol to Cork, has been chased into Youghall by a French Privateer, which has taken three Prizes off that Port.

The *Adelphe*, *Robinson*, from Africa to Jamaica, is taken, and carried into Porto Rico.

The *St. Louis* *Caceres*, from Cadix to Guadalupe, with wine, oil, &c. is captured by the *Phœnix*, *Hammid*, of London, and arrived at Portsmouth.

Rev. a *S. Bryant*, with three large guns each, from *Poultick*, bound to *Boulogne*, are taken by the *Lady Frigate* and *Squadron*, and sent into *Ramfate*.

The *Providence*, *Dahl*, from Liverpool to Trieste, arrived at Messina 13th March, after having been chased and boarded by a Privateer.

The Spanish schooner *Comarca*, piloted for 16 guns, (but only two on board), is taken off *Seagull* by the *Last* *Boop* of War.

The *Betty*, ———, from Waterford to Hull, is lost.

The *Blind Sun*, *Gold*, from the River of France, arrived at Falmouth, called 10th January, and from the Cape of Good Hope 13th February. About two days last night in the Chops of the Channel, a Spanish *Ketch* Privateer, of 14 guns, which had taken a Brig belonging to London, from Cork to Newfoundland, and retaken a Spanish *Ketch*, from Montevideo to Cadix, which had been taken by one of our Cruisers.

The *Tatler* Frigate, from Jamaica, arrived at Bermuda and March, after capturing a Spanish Corvette.

The *Westmoreland*, *Reed*, from Liverpool to Denmark, is captured by the *Ros* Privateer of a *Landmark*, and sent to *Westmoreland*, *Gordall*, as stated 16th April.

The *Albion*, *Reed*, from American to Coruna, is detained and sent into Yarmouth, by the *Pease* Privateer.

The *Hope*, *Dunbar*, from Bengal to London, is captured by Admiral *Lincoln*'s *Squadron*, and carried into the Bay of France.

The *Fantasma* *Conception*, from the *Musea* to Cadix, is taken and sent into Cork.

From the *Journal du Commerce* of 10th April. — The *Benjamin*, *Evans*, from Waterford to London, and a *Galley* in ballast, are taken and carried into Cadix.

"The *Prosper* Privateer, of *Boulogne*, captured on the 1st of April, the *Jane*, of 120 tons, from London to *Limerick*, with sugar, tea, &c."

The *Robert*, *Madden*, from Cork to Galway, is wrecked in *Crab*'s Bay.

The *Brig*, *Swift*, *Bendon*, from Malta to London, is reported to be taken, and carried into Carthage.

The *N. S. de* *Pouder*, *Jones*, from St. Andrew to *Lisbon*, is detained by the *Felix* schooner, and sent into *Plymouth*.

The *Miserva*, *Meighman*, from *Dunbar* to London, is on shore near *Lynn*. It is expected the *Corps* will be fired with damage.

The *Lucifer* *Bent* has taken a Dutch Ship from *Amsterdam* to *Batavia*, and carried her into the *Dutch*.

The *Swan*, *Bryant*, from *Teneriffe*, is detained near *Sheerness*.

The Spanish Ship *Don Amador*, of about 200 tons, mounting ten 18-pounders and 50 Mils, from *Lima* to *Cadix*, with a *Cargo* of cochineal, indigo, saffron, copper, &c. supposed to be worth 200,000, was taken the 10 of April by the *Greyhound* *Lugger* of *Guernsey*, and *Elina*, *Kent*, of *Liverpool*, and arrived at *Falmouth* 10th of May.

The *Indefatigable*, from *Liverpool*, and the *Indefatigable*, *Ben*, both bound to *Oporto*, are taken by *Spanish* *Boats*. The former carried into *Bayona*, and the latter into a Port near *Vigo*.

The *Fortuna*, *Rhodes*, from *Vend* to *Batavia*, is lost on *Cape* *Hatteras*. Part of the *Corps* saved.

The *Neptune* *Letter* of *Marques*, of *Greenock*, has taken, and sent into *London*, the French Ship *General* *Mormon*, of 512 tons, from the *Isle* of *Pi*.

The *Warren*, *Mold*, from *Amsterdam*; the *Am* *Maria* *Carolina*, *Smith*, from *Barcelona*, are detained by the *Alert* Privateer, of *London*. The *Miserva*, *Meighman*, from *Critic*, is detained by the *Lady* *Warren* *Alert* *Schooner*, and all sent into *Plymouth*.

[To be continued.]





PHILIPS



CROSBY ESQ^R

Admiral of the Red Squadron

Pub^d by J. Gold 103 Shoe Lane London Dec^r 1st 1805.

BIOGRAPHICAL MEMOIR OF
PHILLIPS COSBY, Esq.

ADMIRAL OF THE WHITE SQUADRON.

"WHAT FORM OF DEATH COULD HIM AFFRIGHT,
WHO, UNCONCERN'D, WITH STEDFAST SIGHT
COULD VIEW THE SURGES, MOUNTAIN-STEEP,
AND MONSTERS ROLLING IN THE DEEP?"

DRYDEN.

IN tracing the progress of Gentlemen, whose professional exertions entitle them to an inscription on the *columna rostrata* of their Country, we have often to regret our inability to ascertain the period of their entering the Service. Our knowledge sometimes only commences at the time of their attaining the rank of Post Captain. Yet, to say nothing of that humble state of probation, as it may be termed, in which the aspiring Mid inhales the fumes of the orlop, the services of a Lieutenant are generally useful, frequently conspicuous, and sometimes splendid. The Master and Commander has also a superior chance of displaying his abilities. Our regret on this subject, however, does not extend to the present respected object of our notice; as we have the pleasure of being able to present an outline of Admiral Cosby's naval career, from its commencement down to the present time.

Phillips Cosby, of Stradbally Hall, Queen's County, Ireland, Esq., is the representative of an Irish family of some distinction*. In the beginning of the year 1745, at an early period of life, he went into the Navy, on board of the *Comet Bomb*, commanded by the late Admiral Sir Richard Spry, as Captain. On the 12th of February, in the same year, almost immediately after he had become a worshipper at the shrine of Neptune, he was in a severe engagement with a Spanish Ship of War, called the *Galga*, of 36 guns. The disparity of force between the Galga

* Admiral Cosby came into possession of the family estate, on the death of the late Lord Sydney, of Leix, Baron Stradbally, whose name was Alexander Sydney Cosby. This Gentleman had the honour of being His Majesty's representative at the Court of Denmark.

and the Comet was such, that the result of the action may easily be anticipated. The latter, after an obstinate defence, was compelled to strike; and the Captain, the Lieutenant, Mr. Cosby, and a few others, were taken on board of the Spaniard, and carried to the Havana. The Comet, however, was retaken the same day by an English Man of War, who hearing the firing, came out from Antigua, and pursued and retook the Bomb, which was without her top-mast, and much shattered.

An event such as this, at his first setting out in life, afforded no very favourable specimen of what, in the course of his career, he might farther expect. Impressed however with the sentiment of his family motto*, there is no reason to suppose that it chilled his ardour. With Captain Spry, and his other fellow-sufferers, he was soon exchanged, and returned to the Service. In the Autumn of the year 1745, Captain Spry was appointed to the command of the Chester, of 50 guns. We are not certain, but several reasons induce us to suppose, that Mr. Cosby remained under the command of this Officer, at least till the year 1755, and most probably somewhat longer. It is therefore necessary to state, that, in 1747, Captain Spry was ordered to the East Indies with Admiral Boscawen, who then proceeded on the expedition against Pondicherry; and that he continued to command the Chester until the year 1750, or perhaps to a still later period. Some time after Captain Spry's return to England, in 1754, he was appointed to the Gibraltar, of 20 guns. Before the end of the year he sailed for America, with Commodore Keppel; and, in March following, was sent home with intelligence of the safe arrival of the Convoy, and of the general state of affairs in that Country. In this year, 1755, Mr. Cosby received his commission, as Lieutenant†. It is probable that he remained with Captain Spry, who, immediately on his arrival in England, was promoted to the Fougex, of 64 guns, and ordered again to America with the squadron commanded by Admiral Boscawen. He remained there during the winter, being left commanding Officer of a small squadron at Halifax,

* *Audaces Fortuna juvat.*

† January 28.

which was stationed there for the purpose of watching Louisbourg, and the movements of the French in that quarter. By a prudent disposition of his force, that Port was much straitened, and a number of important Prizes were taken; particularly three valuable Transports, with stores, provisions, and ammunition, and the *Arc-en-ciel*, a Ship of 50 guns. He was afterwards appointed to the *Orford*, of 50 guns, and, in 1757, served on the same station under Admiral Holburne.

In 1758, Mr. Cosby commanded a Schooner at the siege of Louisbourg, under the command of the Hon. Admiral Boscawen*, Captain Spry continuing on the station under the same Officer.

Having had the good fortune, on a particular service, to attract the notice of the late General Wolfe, Mr. Cosby was, at the express desire of that Officer, appointed his marine Aid-de-Camp. In this capacity, he served with General Wolfe the following year at the siege of Quebec, and continued with him till the fatal day of his death, at the surrender of that place†.

Soon after that lamented event, Mr. Cosby returned to England; and, on the 2d of June, 1760, was appointed Commander of the *Laurel Sloop*. From this Ship, on the 19th of May, 1761, he was promoted to the rank of Post Captain, in the *Hind Frigate*, of 20 guns.

After this appointment, we believe Captain Cosby enjoyed a period of relaxation from his professional duties; for, until the year 1766, or 1767, we do not find him holding any subsequent employment. He was then appointed to the *Montreal Frigate*, of 32 guns, and ordered to the Mediterranean.

In the month of September, 1767, he returned from that station, by order of Commodore Spry, then Commander in Chief there, on the melancholy occasion of bringing to England the corpse of his late Royal Highness the Duke of York. Cap-

* Admiral Boscawen arrived at Halifax on the 9th of May. Having accomplished the object of his expedition, he sailed for England, and arrived at Spithead on the 1st of November.

† September 13, 1759.

tain Cosby reached St. Helen's on the 28th of October, after a passage of thirty-one days from Villa Franca; and on the 1st of November he arrived at the Nore, where the Mary Yacht was lying, which received His Royal Highness's remains, and proceeded with them to Greenwich*.

Having performed this service, Captain Cosby resumed his station in the Mediterranean, where he remained during the three succeeding years. On the 15th of April, 1769, being at Leghorn, he had the honour of receiving a visit from His Imperial Majesty, Joseph the Second, Emperor of Germany, attended by his brother Pierre Leopold de Lorraine, Grand Duke of Tuscany, and several Noblemen and Gentlemen. For the gratification of his royal visitors, Captain Cosby got his Ship under sail, stood out to sea, and returned to anchor, amidst an immense crowd of boats, &c. As a token of remembrance on this occasion, he had the honour of receiving from His Imperial Majesty a gold enamelled Snuff-box.

Captain Cosby also conveyed his present Serene Highness the Duke of Brunswick from Leghorn to the Bay of Frejus, and received from him a large and elegant diamond Ring, as a mark of His Serene Highness's approbation of his attention and conduct.

Having been upwards of three years in the Mediterranean, Captain Cosby now returned to England. From this period, until a short time before the commencement of hostilities against France, in 1778, we believe he remained unemployed; but in 1771 he was appointed Receiver-General of the Island of St. Kitts, with a salary, according to report, of 1600*l.* per

* His Royal Highness, then Vice-Admiral of the Blue Squadron, died at Monaco on the 17th of September. On the 3d of November following, his remains were deposited in the royal vault in King Henry the Seventh's Chapel, Westminster. The following Admirals supported the canopy over His Royal Highness's coffin:—

Sir Edward Hawke, K.B.
Duke of Bolton,
Sir Charles Saunders, K.B.
Francis Geary, Esq.

Thomas Frankland, Esq.
Sir Charles Hardy, Knt.
Sir Samuel Cornish, Bart.
Sir George Bridges Rodney, Bart.

Sir Peter Denis, Bart., bore the train of the Duke of Grafton, who, as Garter, principal King at Arms, was Chief Mourner.

annum, and an indulgence of leave of absence for twelve years.

In 1778 he was appointed to the *Centaur*, of 74 guns, and was in the action off Brest with Lord Keppel, on the 27th of July in that year. Early in 1779 Captain Cosby changed into the *Robust*, of 74 guns; and in May, sailed under the command of the late Admiral Arbuthnot, for North America. On the day after the sailing of the squadron, the Admiral, having been informed that the Island of Jersey was attacked by a French armament, bent his course thither for its relief; but finding, before he could reach the Island, that the enemy had been repulsed, he pursued his original instructions, and proceeded for New York, where he safely arrived without meeting with any thing remarkable on his passage. The arrival of the Comte d'Estaing on the American station, with a French Fleet, consisting of upwards of twenty Ships of the line, from the West Indies, reduced the British squadron to the necessity of remaining in the Port of New York; but the enemy, after the failure of their attempt on Savannah, having quitted those seas, Admiral Arbuthnot prepared to escort Sir Henry Clinton and his troops on an expedition, which had been long projected, for the reduction of Charlestown, South Carolina. Captain Cosby's Ship, the *Robust*, with several other Ships of the line, accompanied the Admiral on the expedition; but on his preparing to pass into the harbour of Charlestown, in March 1780, the heavier Ships returned to New York.

Charlestown surrendered on the 10th of May; and intelligence having been received from England, that a French squadron, under the command of the Chevalier de Ternay, might be daily expected from Europe, Admiral Arbuthnot made the utmost haste, consistent with the necessary arrangements, to return to New York and concentrate his force. A reinforcement of six Ships of the line was sent out to him; but they unfortunately did not arrive in time to prevent the entrance of the French Admiral into Port. The subsequent operations of the year were confined to the capture of Privateers, and to watching the enemy, who kept close in Port at Rhode Island,

where they were amply protected by batteries. By these means, they were enabled to bid defiance, not only to any attempt that could be made by Admiral Arbuthnot, but also by Sir George Rodney, who arrived from the West Indies with a squadron, and took upon him the American command during the hurricane months.

Early in the ensuing spring, the enemy, encouraged by the reduced state of the squadron under Admiral Arbuthnot, one of whose Ships, the Culloden, of 74 guns, was totally lost; the Bedford, of the same force, dismasted; the America, a 64, driven to sea; and the Adamant, of 50 guns, absent, are said to have contemplated an attack on the British Admiral, who then lay in Gardiner's Bay, Long Island. However, on mature reflection, and on the receipt of better information concerning the position of the English Ships, they resolved to abandon the attempt. Foiled in their first view, the enemy next directed their attention to the small naval force which had been dispatched from New York to co-operate with General Arnold on the Virginia station. In this also they were disappointed; but, on their return, they had the good fortune to capture the Romulus, of 44 guns, whose Captain had not been apprised that an enemy was off the coast. The *Chef d'Escadre* was not yet disheartened; but, encouraged by the information that the Bedford, which had not even taken in her lower masts, was not fit for sea, resolved to make a second and more formidable attempt with his whole force. In pursuance of this resolution, de Ternay's squadron took on board two thousand French troops, and put to sea, with a strong easterly gale, on the evening of the 8th of March.

The English Admiral, who had accurate intelligence of the enemy's motions, prepared to pursue them on the following day, and, on the 10th, succeeded in clearing the coast of Long Island with his whole squadron, the Bedford having, by great exertions, been got into a state fit for service. On the 16th, being about fourteen leagues distant from Cape Henry, the French were discovered steering for the Capes of Virginia; and about two P.M. Captain Cosby had the satisfaction of leading

the British squadron into action. The following is a list of the contending forces:—

ENGLISH.				
<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>	<i>Killed.</i>	<i>Wounded.</i>
* 5 Royal Oak	74	{ M. Arbuthnot, Esq., Vice- Admiral of the White Captain Swiney }	0	3
4 London	98	{ Thos. Graves, Esq., Rear- Admiral of the Red Captain D. Graves }	0	3
8 Robust	74	Phillips Cosby	15	21
2 Bedford	74	Edmund Affleck	0	0
1 America	64	Samuel Thompson	0	3
6 Prudent	64	Thomas Bennet	7	24
7 Europa	64	Smith Child	8	10
3 Adamant	50	Gideon Johnstone	0	0
Iris	32	—	0	0
Pearl	32	George Montagu	0	0
Guadaloupe	28	Hugh Robinson	0	0
Total			30	73

FRENCH.			
<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>	
† Neptune	74	M. Destouches, Chef d'Escadre.	
† Bourgoyne	84	{ M. de Ternay. Chev. de Medine. }	
Conquerant	74	M. de la Grandiere.	
Provence	64	M. Lambert.	
Ardent	64	M ^r de Marigny.	
Jason	64	M. de la Clochetrie.	
† Eveillé	64	M. de Tilly.	
Romulus	44		
Hermione	36		
Gentille	32		
Fantasque, armée en flute	50	M. de Vaudoire.	

Captain Cosby (as Admiral Arbuthnot expressed himself in his official dispatches,) behaved in the most gallant manner in his engagement with the van of the enemy. The Robust, it

* The figures denote the order of Battle.

† The Ships thus marked were coppered.

will be seen by the above statement, had far more than her proportion of killed and wounded; and, by having at one time three Ships upon her, her masts, rigging, sails, and boats, were torn to pieces. But the French Commodore and his Ships were unable to withstand the animated attack that was made upon them; and, in half an hour after the commencement of the action, they fell into disorder, and broke their line. Unfortunately, however, a thick haze, which had prevailed previously to, and during the engagement, together with the disabled situation of some of the British Ships, particularly the *Robust*, *Europa*, and *Prudent*, rendered it impossible for the English Admiral to pursue his advantage, and thus the contest proved indecisive.

The exertions of Captain Cosby, which during this engagement were certainly of no common stamp, drew forth the cordial and merited eulogium of the Commander in Chief.

Immediately after the action, Admiral Arbuthnot sent him the following letter:—

DEAR SIR,

Royal Oak, off Cape Charles, March 16, 1781.

YOU have, during the time that we left Gardiner's Bay, conducted yourself like an experienced, diligent Officer, particularly on the 16th inst., in which you have approved yourself a gallant Naval Commander, that has done honour to yourself and Country; and both yourself, Officers, and Ship's Company, have my warmest thanks for your spirited conduct.

I have ordered the *America* to assist you with 20 Men, and so soon as we get to anchor you shall have every assistance that is in the power of

SIR,

Your most obedient humble Servant,

Captain Cosby, Robust.

M. ARBUTHNOT.

Admiral Arbuthnot put into Lynn-haven Bay, where he had it in his power to cover and protect the operations of the Army in Virginia; and the Chevalier de Ternay, defeated in all his projects, returned successful to Rhode Island. The *Robust*, however, was so much disabled on this occasion, that she was obliged to be stripped, and to undergo the best repair that cir-

circumstances would admit of, at New York, in order to make it safe for her even to put to sea. Being completely 'dismasted, and in a state of refitment, at the time that Admiral Graves proceeded, in the month of September following, for the Chesapeake, Captain Cosby was of course unable to sail with him thither. By great exertion, however, the *Robust* was soon got into sailing order; and, in the month of October, when the second fruitless attempt was made for the deliverance of Earl Cornwallis and his army, she put to sea. But the object of this expedition having been rendered nugatory, by the surrender of the Earl, the English Squadron returned to New York, without having achieved or attempted any thing. That no engagement took place, is perhaps a fortunate circumstance for Captain Cosby; as, from the crazy state of his Ship, it would not have been possible for him to act with advantage.

The *Robust* being unfit for farther service in her present state, was ordered to England for the purpose of being repaired. Earl Cornwallis embarked on board her as a passenger; but soon after she got to sea she sprung a leak, and was found to be so extremely crazy as to be incapable of proceeding in safety to Europe: his Lordship therefore removed into a merchant Ship, one of the *Robust's* convoy, and Captain Cosby bore away for Antigua. In the following summer, 1782, after having been hove down and refitted there, the *Robust* sailed for England with a convoy, and arrived safely in the month of July.

Captain Cosby, we believe, held no further command till the year 1786, when he obtained the rank of established Commodore on the Mediterranean station. Sir John Lindsey at that time retiring on account of the ill state of his health, the Commodore succeeded him as Commander in Chief. On his arrival there, he hoisted his broad pendant on board of the *Trusty*, of 50 guns. He remained in the Mediterranean till the month of September, 1790; but, with the exception of his mission to the Emperor of Morocco, no event occurred, during that period, that is worthy of record. It was in 1788 that this mission was undertaken. At that time, some apprehensions were enter-

tained, that the commerce of Britain might sustain a predatory interruption from the Barbary corsairs; Commodore Cosby was therefore sent to visit the different states, and to arrange such terms with the Emperor of Morocco, as might ensure the safety of the English traders. With the greatest exactness and precision, and to the entire satisfaction of Government, he accomplished the negotiation and treaty.

On the 21st of September, 1790, the Commodore was promoted to the rank of Rear-Admiral of the White Squadron, and appointed to a command on the Cork station, in the *Fame*, of 74 guns. In the month of September, 1791, he sustained a domestic misfortune, in the loss of his nephew, Lieutenant Cosby, of the army, who was unfortunately drowned at Cork.

In 1792 he was appointed to command at Plymouth, as Port Admiral, and accordingly hoisted his flag on board the *St. George*, of 98 guns*. He retained this command only for a short time; as, in the spring of 1793, he shifted his flag into the *Windsor Castle*, of 98 guns; and, on the 15th of April, sailed from Spithead, with the following Squadron under his command:—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
<i>Windsor Castle</i>	98	{ Phillips Cosby, Esq., Rear-Admiral of the White. Captain W. H. Kelly.
<i>Princess Royal</i>	98	
<i>Alcide</i>	74	—— J. Dickinson.
<i>Illustrious</i>	74	—— Robert Linzee.
<i>Terrible</i>	74	—— T. L. Frederick.
<i>Vengeance</i>	74	—— Sk. Lutwidge.
<i>Latona</i>	38	—— Charles Thompson.
<i>Inconstant</i>	36	—— Edward Thornborough.
<i>Flora</i>	36	—— A. Montgomery.
<i>Romulus</i>	36	—— Sir J. B. Warren.
		—— J. Sutton.

The *Vengeance* sailed to the West Indies, with a convoy; the *Latona* and the *Flora* returned to Spithead; and the Rear-

* In the month of October, in this year, Rear-Admiral Cosby married a *Mrs. Hurst*, the relict of ——— *Hurst*, Esq., an Army Agent.

Admiral, with the rest of the Squadron, proceeded to the Mediterranean, where he acted as third in command under Vice-Admiral Lord Hood. In the month of November he was detached, with several Ships of the Fleet, to Leghorn, in order to bring back from thence live stock, wine, and other supplies of provisions, for the allied troops in garrison at Toulon. While absent on this service, a circumstance of an alarming nature took place in the Squadron under his command. The *Scipio*, of 74 guns, a French Ship of war, which had been put into the hands of the British, by the Royalists, at Toulon, and manned entirely with a French crew, took fire, and threatened destruction both to the Ships in the Port and to the British Squadron. However, by the prudent measures which were taken, added to a breeze of wind which fortunately blew off shore, they all were preserved, and a considerable part of the *Scipio*'s crew saved.

On the 11th of April, 1794, Mr. Cosby was promoted to the rank of Vice-Admiral of the White Squadron, on which occasion he shifted his flag into the *Alcide*, of 74 guns. He was afterwards present at the capture of Corsica, and of Toulon; and, towards the close of the year, he sailed for England. On the 12th of November he arrived at Spithead with the following Squadron of Ships of war, and a large Fleet of Merchantmen under convoy from Portugal and the Mediterranean:—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
<i>Alcide</i>	74	{ Phillips Cosby, Esq., Vice-Admiral of the White. Captain Sir T. Byard.
<i>Romney</i>	50	
<i>L'Imperiense</i>	40	— Sir Charles Hamilton.
<i>La Melpomene</i>	40	— W. Wolseley.
<i>St. Fiorenzo</i>	38	— A. Montgomery.
<i>Leda</i>	36	— H. Inman.
		— J. Woodley.

He also escorted home the following French Ships, which had been taken at Toulon:—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
<i>Commerce de Marseilles</i>	120	Captain Pasquin.
<i>La Perle</i>	36	Comte de Grasse.
<i>La Topaze</i>	36	Van Kemsfen.

On his arrival in England, the Vice-Admiral struck his flag. On the 1st of June, 1795, he was made Vice-Admiral of the Red; on the 14th of February, 1799, Admiral of the Blue; on the 1st of January, 1801, Admiral of the White; and, on the 9th of November, 1805, Admiral of the Red Squadron; that rank having been restored in the Royal Navy immediately after the Victory off Trafalgar by the immortal Nelson.

Admiral Cosby commanded the Impress Service in Ireland, until the peace of 1801, since which period he has been only a spectator of public events.

The Admiral's family seat, as before mentioned, is in Ireland; but for some time past his principal residence has been at Bath.

. In consequence of part of the preceding half sheet having been printed before the Naval Promotion of the 9th of November took place, Admiral Cosby is, at the commencement of this memoir, denominated Admiral of the *White*, instead of the *Red* Squadron.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITTE VASTO.

ANECDOTE OF THE FRENCH TRAVELLER, ST. VINCENT, AND COMMODORE ELPHINSTONE.

THE following anecdote, related so completely in the gasconading style, is extracted from the voyage of that profound egotist, St. Vincent, who happened to be present at a convivial meeting in the Island of St. Helena:—

As it was whispered at table, that I belonged to General Magallon's staff, two tall gentlemen approached me; and one of them, a Colonel of engineers, who spoke French tolerably well, began to converse with me. He made a multitude of inquiries concerning the Isles of France and Bourbon, their resources, their population, and the means of their defence. I was almost tempted to treat him in the *English style*, by exaggerating every topic of his inquiries. I forbore, however, and returned such answers as I thought proper and conformable to truth. The other gentleman, who had been silent for an hour, then took his turn of the con-

versation; and after having again interrogated me, took an opportunity of saying that he was Commodore Elphinstone.

This gentleman enjoys a certain degree of reputation in the English Navy, and had served, it seems, with distinction in India. On receiving accounts of the peace, he had left his Ship, and taken his passage for England on board an Indiaman. The Commodore had frequently cruised before the Isle of France. He had a high opinion of the talents of General Magallon; and he informed me, that had not the peace taken place, his Government had projected an attack on the Isle of France. He besides added, that he was to have directed the execution of it. As he descanted to me on all the formidable resources which would have been employed, I told him with politeness, that had the attack taken place, I should have rejoiced if it had been conducted by him, because his good offices to the prisoners whom he had frequently taken had secured him the affection of many people. The Commodore misunderstanding the import of my words, thanked me heartily; and after having frequently repeated *you are too polite*, he added, *indeed after the reduction of the Island, I should have done all in my power to have secured good treatment to every one.* Here I interrupted him. "Commodore," said I, "you have misunderstood me; my only reason for wishing you to attack us in preference to another is, that the Governor might have had it in his power to return to you, when a prisoner, all the civilities which you have shown to the seamen whom you have taken on different occasions." On this the conversation broke off. My two Englishmen turned their backs on me, and have never seen me since.

INCIDENTS WHICH OCCURRED ON CROSSING THE LINE.

(From the same.)

ON the 16th of May we crossed the Line in $20^{\circ} 36'$ west of Paris. The day was uncommonly fine, and the heat tempered by a fresh breeze. Every one seemed to experience a pleasurable sensation in the hope of speedily revisiting his native country, when an occurrence of a disagreeable nature gave a sudden check to our hilarity.

The Surgeon was a tall young man, about twenty-eight years of age, mild and obliging in his manners, but somewhat taciturn. I know not on what account, but he was extremely ill-liked by the crew. The sailors taking advantage of the passage of the Line in order to play him a mischievous trick, presented the usual petition from Neptune and his Spouse. We were permitted to

commute the ceremony of baptism, but the poor Surgeon was not suffered to get off so easily.

After tying his hands behind his back, they seated him above a bucket of water into which they plunged him several times; and after continuing this and several similar indignities for near an hour, they bedaubed his face and part of his body with the colours which they employ to repaint the Vessel on reaching the road. As this farce was pushed to an indecent length, we were obliged to employ our intercession with the Captain in order that he might put an end to it. After effecting the deliverance of the Surgeon, we intermixed with the crew, and took a share in their sports. Each of us provided with a bucket threw water upon one another. While we were diverting ourselves in this noisy manner, the sailor at the helm cried out, *the Doctor is in the sea.*

At these words our sports ceased; the Captain ordered the Vessel to be put about, and crowding upon the poop, we discovered the unfortunate Surgeon swimming against the waves.

In order to avoid any farther persecution, and to free himself at his leisure from the paint with which he was besmeared, this unfortunate young man had taken the resolution of holding by the extremity of a rope, and letting himself gently descend into the sea, where he intended to remain a quarter of an hour in tow. As we were then sailing at the rate of seven knots, he found it impossible to resist the violent shocks produced by the Ship's motion, and had only time to cry, *I shall be drowned*, on quitting hold of the rope. Happily for him this exclamation was heard by the steersman.

Before the Ship could be put about and the boat lowered, ten or twelve minutes had at least elapsed, and we were full a quarter of a league a-head of the unfortunate sufferer. Not being any longer able to distinguish the Vessel, and overcome by a sense of his dangerous situation, he imagined himself abandoned by us; and ceasing any farther to struggle with his fate, he was in the act of sinking when the sailors in the boat seized him by the hair. When brought on board he was wholly unconscious, cold, rigid, and of a purple colour; violent reaching, accompanied with hiccup, were the only indications he gave of life.

The French passengers took the most lively interest in the fate of this unhappy young man, while his companions on the contrary betrayed not the smallest uneasiness on his account. On expressing to the Captain my astonishment at the indifference he displayed on this occasion, he replied to me with the greatest insensibility, in a

jargon somewhat resembling French: *I have saved him, he may cure himself*. This reply well depicts the character of the northern nations; but a circumstance occurred on this occasion which still better displays the characteristic features of the Hamburg traders, who to the phlegm produced by their climate join all the parsimony of men whose ideas are wholly directed towards the profit to be derived from mercantile speculations.

At the moment of the steersman's exclamation, I stood near a hen-coop containing five or six chicken, which I immediately threw overboard: it fell at not more than ten fathoms from the Surgeon, and if he had not by that time partly been deprived of his recollection he might easily have seized it, and remained in comparative safety until more effectual succour could have been afforded him. The Supercargo, who was a young man of about eight-and-twenty, observing the action, approached me as if nothing had happened, and said with the greatest coolness, "Because the Doctor chooses to drown himself, is that any reason why you should drown the chicken? you should have taken them out before throwing away the coop. By your means we shall have no more poultry for dinner."

Two or three days elapsed before the health of the Surgeon was re-established: unfortunately, however, he continued in a somewhat deranged state during the remainder of the voyage. In the night he was disturbed by the most disagreeable visions, and I much question if he will ever perfectly recover the use of his reason.

CURIOUS SEA MONSTER.

(From OLAPSEN and PØVELSEN's *Travels*.)

IN certain districts of Iceland, there is a kind of fish which is considered as a monster, perhaps on account of its size; but it will doubtless be discovered by naturalists to belong to the genus of marine worms. The Icelanders may be excused for their notion of it, since it is known that a celebrated nation, remarkable for its scientific men, has taken for an unknown and terrible monster a far less animal, doubtless of the same species. We found in one of the annals of Iceland an account which states, that in the year 1639 there was thrown upon the coast of Thingoe a singular creature or monster, the body of which was as long as that of the human species, and was provided with seven tails, each of which was four feet long, and covered with knobs resembling the pupil of the eye, with eyelids of a golden colour. Independently of the seven tails, another appeared above them, which extended to the

length of four or five fathoms. The history relates that this monster had neither bones nor cartilage, and to the sight and touch appeared only like the front part of a woman's stays: no head was distinguishable, unless one or two projections might be called so, which were near the seven tails. It is said that many persons of respectability examined this prodigy, and that one of the tails was sent for investigation to the ancient abbey of Thinga. The above is the description of this fish as accurately as we could procure it.

It at first appeared to us that the examiner was deceived, and had taken the posterior for the anterior part of the animal; while the carbuncled appendages might not be tails, but tentacles or arms; and as mention is made only of seven, it was probable that the eighth had been torn off. Now, however, we think it evident that it was nothing more than a very large cuttle fish (*sepia*); but of what species we cannot determine, since no description has been given either of the form of its stomach or the structure of its mouth, which were probably disfigured and damaged. The description of the carbuncles and the cotyledons is curious; and appears to be very accurate, from the precision with which the colours, &c., are described. An animal of the same species, which was found on the coast of Holland in 1661, excited such a sensation in the country, that it was taken for a prodigy. Aldrovandus, Johnston, and others, speak of a fish of the same kind which was found in the Mediterranean, and which grew to four feet: it had ten tentacles like that of Iceland. We saw a drawing of this fish, which, though badly made, enabled us to ascertain its structure.

SINGULAR METHOD OF CATCHING MOUNTAIN FOWL IN ICELAND.

(From the same.)

ALL the birds taken on the Isle of Drangue, as well as their eggs, and the perroquets of Iceland, belong to the Bishop. This chase, if it may be so called, is very lucrative: but that pursued by sea within circumference of the Island is still more so, and is performed in the following manner. They construct small rafts of plank, about four feet long by two and a half wide, and fix five of them together in such a manner that the distance between each increases progressively from boat to boat. A cable, with a large stone for an anchor, fixes them in the sea. Each raft is perforated with a number of holes, in which are arranged from a hundred to

A hundred and fifty laces of horse-hair; and a bird-call is placed in the middle raft. The inhabitants of the environs, on the arrival of the season, repair to the shore to pursue this kind of hunting. Their boats are large, and contain from six to eight men, while to every five rafts is attached one of these boats. There is, besides, a boat, which draws six or eight smaller rafts, for the benefit of the men employed. As soon as they have fixed the rafts, they go to a distance and drop the fishing lines, which are provided with a certain number of hooks: these are sunk to the bottom by leaden weights, while they are kept perpendicular by wooden floats.

They visit these lines twice a-day, and in the interval they fish with common lines. The fish are distributed over the rafts. Each raft is capable of containing about a score of birds at a time: and it is remarkable that the fish suffer themselves to be taken more readily with black horse-hair than with that of any other colour.

BOILING SPRINGS.

(From the same.)

IN the district of Hunavata there are two hot springs. We visited the first, which is called Reykehver; and on immersing Fahrenheit's thermometer in it, we found that in three minutes the spirit of wine had attained the 204th degree. Our people having brought from a neighbouring river a lump of fresh salmon, we suspended it in the water by means of a stick placed across the orifice of the spring; and in eight minutes we found it perfectly dressed and excellent for eating: it was even more tender than if it had been boiled over a fire. The two brass hydrometers which the Royal Society had sent us, sunk in an instant to the bottom. The other spring forms a bath, which the inhabitants constantly use; and they assert, that when the heat of the water increases in this bath, it is a certain sign that the weather, though clear and serene, is about a change, and that rain will speedily fall. This observation is applicable to all the boiling springs in Iceland.

CHEAP CONTRACT FOR PROVISIONS AT GREENWICH HOSPITAL.

IN the month of October, 1734, the cheapest contract ever known was made for supplying Greenwich Hospital with provisions for the period of twelve months. By the terms of this contract, beef, mutton, and veal, were to be furnished, by whole quarters, at the rate of 14*d.* per stone of eight pounds; butter for 3½*d.* per

pound; and Warwickshire and Gloucestershire cheese at 2d. half farthing per pound.

DIFFERENCE OF THE TEMPERATURE OF THE AIR AT
THE EDYSTONE AND AT PLYMOUTH.

THE Edystone is distant from Plymouth about sixteen miles; and about midnight, between the 8th and 9th of July, 1757, the weather being fresh at east, it was remarkably cold, and continued so cold all the 9th, that some shipwrecked sailors, who had not had time to save their clothes, complained of it; and, on the 10th, Mr. Smeaton, who gives this account, went from the Edystone to Plymouth wrapped up in his thick great coat, in which he went home, to the great astonishment of his family, who were complaining of the excessive heat. This heat he experienced with them till the 12th, and then returned, finding the air at the Edystone rather cool than warm. He observed also, that the wind was very different at small distances; for that, while he was rolling about, quite becalmed, during four hours, within two miles of the Ram-head, he saw Vessels not more than a league distant going out of Plymouth Sound with a fair wind, and in a direction towards him, as he knew by the turn of their sails.

LUDICROUS ALARM OF INVASION.

EARLY in July 1759, a report was spread in London, and at many places in Kent, that the French were actually landed. The report was occasioned by the following circumstances:—Commodore Boys, from Deal, seeing two Vessels in the Offing, rigged in an unusual way, and much in the same manner in which the then new French boats were said to be, made signal for his cruisers, then at anchor in the Downs, to slip and chase them, and soon after went on board his own Ship, to give such farther orders as might appear to be necessary. A subaltern Officer quartered at Deal did not much relish these dispositions, and sent away in great haste to General Boscawen, who commanded in Dover Castle, to know what he was to do with his little regiment of thirty men, for that the French boats were in sight, the cruisers were in chase, and the Commodore was gone on board.

The General, on receiving this so seemingly positive advice from one of his own Officers then on the spot, unfortunately did not stay to make farther inquiry, but instantly forwarded the letter which he had received to the Secretary at War, by an express, who spread the alarm in every place through which he passed, and

reached London time enough to occasion unspeakable confusion before his news could be contradicted.

The Commodore knew nothing of all this, though he was so unfortunate as to bear the blame of it. He was, as indeed he well might be, very angry when he heard of it, and immediately sent off other expresses to contradict, and, as far as possible, to remedy the inconveniences occasioned by the over-haste of the former one. The Vessels proved to be two small Dutch hoys, going quietly about their own business.

PREMIUMS

OFFERED BY THE SOCIETY INSTITUTED AT LONDON FOR THE
ENCOURAGEMENT OF ARTS, MANUFACTURES, AND
COMMERCE, FOR THE YEAR 1805.

Nos. 1, 2, 3, 4, and 5, are the same as those for the year 1804*.

68. PRESERVING SALTED PROVISIONS FROM BECOMING RANCID OR RUSTY.—To the person who shall discover to the Society the best, cheapest, and most efficacious method of preserving salted provisions from growing rancid or rusty; the gold medal, or thirty guineas. A full *description* of the method, with proper *certificates* that it has been found, on repeated trials, to answer the purpose intended, to be produced to the Society on or before the first Tuesday in February, 1806.

69. REFINING WHALE OR SEAL OIL.—For disclosing to the Society an effectual method of purifying whale or seal oil from the glutinous matter that incrusts the wicks of lamps, and extinguishes the light, though fully supplied with oil; the gold medal, or fifty guineas. It is required, that the whole of the process be fully and fairly disclosed, in order that satisfactory experiments may be made by the Society to determine the validity of the claim; and *certificates* that not less than twenty gallons have been purified according to the process delivered in, together with two gallons of the oil, in its unpurified state, and two gallons so refined, to be produced to the Society on or before the second Tuesday in February, 1806.

72. METHOD OF SEPARATING SUGAR IN A SOLID FORM FROM TREACLE.—To the person who shall discover to the Society the best method of separating sugar from treacle, in a solid form, at such an expense as will render it advantageous to the public; the gold medal, or fifty guineas. A quantity of the sugar so prepared, in a solid form, not less than thirty pounds weight, with an *account*

* Vide NAVAL CHRONICLE, Vol. XII, page 31.

of the process, and *certificates* that not less than one hundred weight has been prepared, to be produced to the Society on or before the first Tuesday in February, 1806.

Nos. 74, 87, 122, and 123, correspond with Nos. 97, 110, 157, and 158, for the year 1804.

140. RAISING THE BODIES OF PERSONS WHO HAVE SUNK UNDER WATER.—To the person who shall invent and produce to the Society a cheap and portable drag, or other machine, superior to those now in use, for the purpose of taking up in the best and most expeditious manner, and with the least injury, the bodies of persons who have sunk under water; the gold medal, or thirty guineas. The drag, or machine to answer the purpose intended, to be produced to the Society on or before the first Tuesday in March, 1806.

No. 142 is the same as No. 175 for the year 1804.

146. NUTMEGS.—For the greatest quantity of merchantable nutmegs, not less than ten pounds weight, being the growth of His Majesty's dominions in the West Indies, or any of the British settlements on the coast of Africa, or the several islands adjacent thereto, and equal to those imported from the islands of the East Indies; the gold medal, or fifty guineas. Satisfactory *certificates*, from the Governor, or Commander in Chief, of the place of growth, with an *account* of the number of trees, their age, nearly the quantity of fruit on each tree, and the manner of culture, to be produced on or before the first Tuesday in December, 1805.

147. The same premium is extended one year farther. *Certificates* to be produced on or before the first Tuesday in December, 1806.

148. CLOVES.—For importing into Great Britain or Ireland, in the year 1805, the greatest quantity of cloves, not less than twenty pounds weight, being of the growth of some of the islands in the West Indies subject to the British empire, or any of the British settlements on the coast of Africa, or the several islands adjacent thereto, and equal in goodness to the cloves brought from the East Indies; the gold medal, or fifty guineas. Samples, not less than two pounds weight, with *certificates* that the whole quantity is equal in goodness, together with satisfactory *certificates* signed by the Governor, or Commander in Chief, of the place of growth, with an *account* of the number of trees growing on the spot, their age, and the manner of culture, to be produced to the Society on or before the first Tuesday in January, 1806.

149. KALI FOR BARILLA.—To the person who shall have

cultivated, in the Bahama Islands, or any other part of His Majesty's dominions in the West Indies, or any of the British settlements on the coast of Africa, or the several islands adjacent thereto, in the year 1804, the greatest quantity of land, not less than two acres, with Spanish kali, fit for the purpose of making barilla; the gold medal, or thirty guineas.

150. For the next greatest quantity, not less than one acre; the silver medal, or fifteen guineas. *Certificates*, signed by the Governor, or Commander in Chief, for the time being, of the quantity of land so cultivated, and of the state of the plants at the time of signing such *certificates*, to be delivered to the Society, with samples of the kali, on or before the second Tuesday in January, 1806.

151. The same premiums are extended one year farther. *Certificates* to be produced on or before the second Tuesday in January, 1807.

From No. 152 to 177, both inclusive, are the same as from 187 to 212, both inclusive, for the year 1804*.

178. **SUBSTITUTE FOR HEMP.**—To the person who, in the year 1806, shall discover and produce to the Society, a substitute for hemp, equally cheap, durable, and applicable to all the purposes for which hemp is now used; the gold medal, or fifty guineas. A quantity of the substitute, not less than one hundred weight, together with proper *certificates* from the Governor or Commander in Chief, if raised in any of the British Colonies, or from the Secretary of the Board of Trade, if raised in the East Indies, to prove that the same has been used with success, to be produced to the Society on or before the last Tuesday in February, 1807.

179. The same premium is extended one year farther.

LORD NELSON'S COFFIN.

THE coffin in which Lord Viscount Nelson's body is to be deposited, now lies at Mr. Peddison's, in Brewer street. It is made entirely of planks of fir, not more than half an inch thick, which were cut out of the mast of the French Admiral's Ship *P'Orient*; that blew up in the glorious battle of Aboukir. The lid is the only part at present uncovered, and the workmen were obliged to piece it at the sides and end. The outside is covered with fine black cloth, and the inside lined with white silk, stuffed with cotton, and trimmed round the top with a quilting of mitred silk. This coffin is 6 feet long, but narrow. When the body is

* *Vide NAVAL CHRONICLE*, Vol. XII, page 33.

deposited in this, it is to be placed in a leaden coffin, lined with thick planks of oak, which also lies ready at the same house. The outside coffin is not yet finished; it is to be covered with black velvet, and richly mounted.

LORD MAYOR'S DINNER.

THE Lord Mayor sat under an illuminated arch, adorned with numerous devices, applicable to the present political state of the country. "NELSON and VICTORY" appeared on every side. At each end appeared the colours of Britain, with the words, "Admiral NELSON," &c. Over the place where the Lord Mayor sat, there was an elegant portrait of Lord Nelson (an admirable likeness), surrounded by a double row of variegated lamps. Underneath the picture was a sword, and a large transparency, on which was written, "The sword of the French Admiral Blanquet, the gift of Lord Nelson to the City of London in the year 1798."—"VICTORY," in very large letters, surrounded the whole. At each end, on the same side of the Hall, appeared a brilliant star, with pyramidical columns, arches, &c. Directly opposite, and over the Sheriffs' table, were placed variegated lamps, displayed in the same style, and equally elegant. In the centre appeared a bust of Lord Nelson, extremely well executed. What added to the splendour of the whole, were three immensely large glass chandeliers, which, together with bell-lights, globular lamps, &c., gave a brilliancy to the scene, which has seldom been equalled, and can never be surpassed.

CAPTAIN HARGOOD.

THE *Belleisle*, one of the largest 74's of the new class, was totally dismasted about an hour after the commencement of the late action; notwithstanding this misfortune, her brave Commander, Captain Hargood, by the dexterous use of his sweeps, brought her broadsides to bear on his two opponent Ships, so as to keep an effective fire upon them through the remainder of the engagement.

The Crescent formed by the enemy's Ships off Cadiz is not a new line, though it was assailed by the skilful Nelson in a new manner: the famed Spanish Armada, in the days of Elizabeth, came up the English Channel in a crescent line, extending seven miles from right to left wing.

The shower of musketry from the tops of the *Trinidad* killed and wounded on board the *Victory*, Admiral Lord Nelson; Mr. Scott, Secretary; Captain Adair, of the Royal Marines; and

80 Marines killed and wounded. The battle lasted four hours ; and a dead stark calm prevailing the whole of the day, every shot told, and did some execution ; four of our fleet were so becalmed they could not get into action at all. Admiral Villeneuve and the Spanish Admirals called a council of war the 14th ult., and after 24 hours' deliberation on board le Bucentaure, of 84 guns, it was agreed that it was impracticable to fight the British fleet with any prospect of success. Between the 14th and 21st Lord Nelson detached seven sail of the line, with Admiral Louis, up the Straits, to blockade Carthagea, and then positive orders came down to Cadiz for the Combined Fleets to push out, and at all events fight the British fleet, and endeavour to get through the Gut of Gibraltar for Toulon, to victual, as the whole fleet were in want of bread particularly.

ADMIRAL VILLENEUVE.

TOWARDS the middle of last month Admiral Villeneuve received orders from Paris, to sail at all events from Cadiz before the 21st, to accomplish a particular object which the Emperor had in view. Villeneuve knew that Admiral Louis had been detached with several Ships from the fleet off Cadiz, and supposed that the force had been, in consequence, reduced to about twenty sail of the line, it not having transpired that a reinforcement had arrived shortly after Admiral Louis's departure. Lord Nelson had been apprised of the instructions which Villeneuve had received, and of his intention to obey them. His Lordship was, therefore, thoroughly prepared to meet the enemy. On the other hand, the Commanders in Chief of the Combined Fleet having learnt that the Hero of the Nile commanded the blockading squadron, were fully sensible of the kind of reception they would meet should he fall in with them, and therefore, it is presumed, had consulted upon all the means necessary for a vigorous defence.

At the commencement of the action our Ships contested with each other, as far as was consistent with the preservation of order, the honour to get first engaged. The Victory did not fire a shot until she was close alongside the Santissima Trinidad, when the Commander in Chief ordered her to be lashed to the enemy. As soon as the men began their work, the Commander of the Santissima Trinidad desired his men to assist in lashing his Ship to the Victory. It was about two o'clock, when the battle was at the hottest, that the gallant Nelson received a musket ball in his breast. What was very remarkable, it absolutely penetrated through the star which he wore.

MURDER OF CAPTAIN WRIGHT.

WE are shocked to find in one of the minor French papers, (the *Gazette de France*), an account of the death of the unfortunate Captain Wright, which there is reason to suspect was something in the manner of that of General Pichegru. The article is as follows :—

“ Captain Wright, of the English Navy, a prisoner in the Temple, who had disembarked on the French coast Georges and his accomplices, has put an end to his existence in his prison, after having read in the *Moniteur* the account of the destruction of the Austrian army.”

As to the motive assigned for the supposed self-destruction of Captain Wright, it is too contemptible for notice. It would be absurd indeed to imagine that the defeat of the Austrians would have produced such an effect upon his mind, even if the intelligence had been conveyed to him through a less suspicious channel than that of the *Moniteur*. Whether the French Government will think proper, as in the case of Pichegru, to publish a *Procès Verbal* on the death of Captain Wright, is a matter of little consequence. Such a publication would be a mere mockery of law and justice. The melancholy fact is, that we have lost an excellent Officer, a loyal subject, and a worthy man, and that he had the misfortune of not falling honourably in the service of his Country, but the victim of an Usurper, who seems resolved to form his character, and to establish his Government, upon the horrid system of an Asiatic Despot.

LIEUTENANT TOMLINSON.

LIEUTENANT TOMLINSON, of the Dexterous Gun-brig, who lately displayed such intrepidity in capturing a Spanish Gun-boat, and seven Spanish Merchantmen, which were protected by other Gun-boats, at Gibraltar, is an inhabitant of Portsea, and a gallant old Officer. He has been 23 years a Lieutenant, always in active service, and is brother to Captain Tomlinson, of the Navy.

THE RED FLAG.

AN Idea has been long entertained, that the Red Flag had been taken or stolen from the mast of the Admiral's Ship, and that the Dutch obtained that trophy in the Downs, in one of the battles between Blake and Van Tromp.

To correct such mistaken and vulgar notions, our readers will

understand that the Red Flag has never been taken or surrendered to the enemy. The last Officer that wore such flag was Sir George Rooke, when he was Admiral of the fleet, and Commander in Chief of the combined force of England and Holland in the Mediterranean in 1703.—And that upon the Union of England with Scotland, the Red Flag was discontinued to be worn, and the Union Jack became the distinguishing flag of the Admiral of the fleet: thus the Red Flag at the main was superseded by the use of the Union Jack in its stead.

CAPTAIN COOKE.

CAPTAIN COOKE, of the *Bellerophon*, who was killed in the glorious battle off Cape Trafalgar, is the fourth naval Captain of that name, who lost his life in the service of his country.

FIRST BULLETIN OF THE GRAND NAVAL ARMY.

[FROM THE MONITEUR.]

As it appeared in the HERALD.

BATTLE OF TRAFALGAR.

Head Quarters, Cadix, Oct. 25.

THE operations of the grand naval army second in the Atlantic those of the grand imperial army in Germany.—The English fleet is annihilated!—Nelson is no more!—Indignant at being inactive in port, whilst our brave brethren in arms were gaining laurels in Germany, Admirals Villeneuve and Gravina resolved to put to sea, and give the English battle. They were superior in number, forty-five to our thirty-three; but what is superiority of numbers to men determined to conquer?—Admiral Nelson did every thing to avoid a battle; he attempted to get into the Mediterranean, but we pursued, and came up with him off Trafalgar. The French and Spaniards vied with each other who should first get into action. Admirals Villeneuve and Gravina were both anxious to lay their Ships alongside the *Victory*, the English Admiral's Ship. Fortune, so constant always to the Emperor, did not favour either of them—the *Santissima Trinidad* was the fortunate Ship. In vain did the English Admiral try to evade an action: the Spanish Admiral Oñiza prevented his escape, and lashed his Vessel to the British Admiral. The English Ship was one of 136 guns; the *Santissima Trinidad* was but a 74.—Lord Nelson adopted a new system: afraid of combating us in the old way, in which he knows we have a superiority of skill, as was proved by our victory over Sir Robert Calder, he attempted a new

mode of fighting. For a short time they disconcerted us; but what can long disconcert his Imperial Majesty's arms? We fought yard-arm to yard-arm, gun to gun. Three hours did we fight in this manner: the English began to be dismayed—they found it impossible to resist us; but our brave sailors were tired of this slow means of gaining a victory; they wished to board; the cry was, "*à la bordage!*" Their impetuosity was irresistible. At that moment two Ships, one French and one Spanish, boarded the *Temeraire*: the English fell back in astonishment and affright—we rushed to the flag-staff—struck the colours—and all were so anxious to be the bearer of the intelligence to their own Ship, that *they jumped overboard*; and the English Ship, by this unfortunate impetuosity of our brave sailors and their allies, was able, by the assistance of two more Ships that came to her assistance, to make her escape in a sinking state. Meanwhile Nelson still resisted us. It was now who should first board, and have the honour of taking him, French or Spaniard—two Admirals on each side disputed the honour—they boarded his Ship at the same moment—Villeneuve flew to the quarter-deck—with the usual *generosity* of the French, he carried a brace of pistols in his hands, for he knew the Admiral had lost his arm, and could not use his sword—he offered one to Nelson: they fought, and at the second fire Nelson fell; he was immediately carried below *Oliva*, *Gravina*, and *Villeneuve*, attended him with the accustomed French humanity.—Meanwhile, fifteen of the English Ships of the line had struck—four more were obliged to follow their example—another blew up.—Our victory was now complete, and we prepared to take possession of our prizes; but the elements were this time unfavourable to us; a dreadful storm came on—*Gravina* made his escape to his own Ship at the beginning of it—the Commander in Chief, *Villeneuve*, and a Spanish Admiral, were unable, and *remained on board the Victory*—The storm was long and dreadful; our Ships being so well manœuvred, rode out the gale; the English being so much more damaged, were driven ashore, and many of them wrecked. At length, when the gale abated, thirteen sail of the French and Spanish line got safe to *Cadiz*;—the other twenty have, no doubt, *gone to some other port, and will soon be heard of*. We shall repair our damages as speedily as possible, go again in pursuit of the enemy, and afford them another proof of our determination to wrest from them the empire of the seas, and to comply with his Imperial Majesty's demand of *Ships, Colonies, and Commerce*. Our loss was trifling, that of the English was immense. We have,

however, to lament the *absence* of Admiral Villeneuve, whose ardour carried him beyond the strict bounds of prudence, and, by compelling him to board the English Admiral's Ship, prevented him from returning to his own. After having acquired so decisive a victory, we wait with impatience the Emperor's order to sail to the enemy's shore, annihilate the rest of his navy, and thus complete the triumphant work we have so brilliantly begun.

FURTHER PARTICULARS OF SIR R. STRACHAN'S ACTION.

THE following letter from a distinguished Officer on board Sir R. Strachan's squadron, communicates some farther particulars of the action of the 4th :—

Copy of a letter from an Officer of one of the men of war engaged the 4th instant, in the second glorious defeat of a part of the combined fleet, which escaped from the battle and subsequent victory off Trafalgar :

“ MY GOOD FRIEND,

At Sea, Nov. 5.

“ WE have, with the gallant and indefatigable Commodore Sir R. Strachan, been seeking out for the Rochefort squadron, and began to despair of ever seeing them at all, though we had intelligence of them several times by neutral Vessels we spoke on our cruise.—At last, on the morning of the 2d inst., the *Phoenix*, of 44 guns, Captain Baker, full of signals, hove in sight, and made a signal of a squadron of four French men of war with an Admiral's flag. We saw them to leeward, and chased for some hours, but lost them all in a heavy fog, then Cape Ortegal bearing N. E. 50 leagues ; but at eight A. M., the 4th inst., we saw them again, and formed line of battle with the *Cæsar*, 84, Commodore Sir R. Strachan, Bart. ; *Hero*, 74, Hon. Captain Gardner ; *Courageux*, 74, Captain Lec ; *Phoenix*, *Santa Margarita*, and *Æolus* Frigates in company. The *Namur*, 74, Captain Halsted, joined us almost immediately. At noon the action commenced in its full fury, and in a short time one of the enemy's Ships, *le Scipion*, tacking by accident, the French Admiral and his three other Ships were obliged to do the same, to support their friend, thus fortunately nearing the *Namur* and *Revolutionnaire*, which bore up with great rapidity, and gave the Frigates in the rear the credit of taking a good share in the action : the *Namur* soon opened a blazing fire. In about three hours after the commencement of the action, the *Formidable*, 81, struck, and in about twenty minutes after the colours were hauled down of the *Mont Blanc*, 80, *Duguay Tronin*,

74, and Scipion, 74. Thus we found ourselves in possession of what we thought the celebrated Rochefort squadron, but found, on boarding, these Ships to be four sail of the line under the command of a French Admiral, part of Gravina's thirteen sail which escaped off Trafalgar, in the battle of the 21st of October. Thank God! our loss is trifling considering the closeness of the action. These Ships were perfectly unhurt when with Gravina, and we suppose had very little to do with the above business off Trafalgar."

The Officers of the Ships captured by Sir Richard Strachan told our people, "that Lord Nelson was ill at Gibraltar, and that the victory would have been decidedly in favour of France, had not all the Spanish Ships run away!"—"This was *modest* enough, considering that these same four French Ships were the first to sheer off, and leave the Santissima Trinidad, and her Spanish consorts, to bear the brunt of the action, which they so gallantly sustained! This is somewhat in imitation of Cardinal Richelieu, who had carved on the stern of the largest Ships in the French Navy three *fleurs de lis*, with this insulting motto—

"Florent quoque Lilia Ponto!"

which the French thus modestly translated, for the information of the English, their then friends—

———"Ev'n on the main

"Our Gallic Lilies triumph over Spain!"

SIR WILLIAM SIDNEY SMITH AND COMMODORE ROBIN.

SIR W. SIDNEY SMITH has repaid Commodore Robin in his own coin. He sent a Cutter over to the French coast, with the Extraordinary Gazette containing the news of the victory over the combined squadron. He apologized for forwarding it by a boat, having no one on board, remarking, "that the last flag of truce he sent in, the Officer was very *honourably* detained."

HIS MAJESTY.

HIS Majesty was affected even to tears at reading the account of Lord Nelson's death in the late naval dispatches.

After the dispatches were read to His Majesty with an account of the glorious battle of Trafalgar, he dictated a letter, which he signed, to Admiral Collingwood, expressive of his high consideration of that gallant Officer's merits, and couched in terms flattering in the extreme.

CORRESPONDENCE.

MR. EDITOR,

THE following instance of French *magnanimity* will show how deserving they are of British humanity:—

WHEN the Achille blew up in the late action, Lieutenant Lapenotiere, who brought home the dispatches, immediately went to the assistance of her crew, in the Pickle Schooner, which he commanded, and took up 160 men from her wreck, who, in return for his humane conduct, immediately rose upon the crew of the Pickle, and were about to exchange elements with them; but our tars having no stronger inclination for the water than those whose lives they saved by rescuing them from it, were obliged to use the bravest resistance, to get rid of the favour intended them, which after some time they effected, and overcame the French savages.

As it is proper such a contrast between humanity and brutality should be universally known, I beg you will give it a place in your next number of the Chronicle; and as I had it from Lieutenant Lapenotiere, you may rely upon its authenticity.

I remain yours, &c.

Nov. 8, 1805.

NEPTUNE.

P. S. I leave your readers to make their comments.

MR. EDITOR,

THE generosity and patriotism of the British public are so proverbial, and so truly spontaneous, that they scarcely ever require a stimulus. In support of the relatives of those heroes who, with their noble Commander, fell in the late glorious victory of Trafalgar, I am confident that the most liberal benefactions will be bestowed; and that the feelings of the grateful heart will prompt the generous hand to assuage the sorrows of the unfortunate.

Splendid as was the late victory in its progress, extensive as it was in its completion, and important as it must be in its consequences, no man, who felt as he ought to feel upon the occasion, but mingled the tear of regret with the throb of exultation, at learning the heavy price by which it was purchased. Bravery is, indeed, the distinguishing characteristic of British naval Officers, and many are their illustrious names which adorn our annals; yet, without detracting from the merit of either living or deceased Commanders, it may be truly said, when speaking of Lord Nelson, that we had no Officer of whom the enemy entertained so great and so well-founded a terror; that we had no Officer in

whom the nation at large placed so implicit, so unbounded a confidence.

Shall then the memory of the hero be forgotten?—No! Public monuments will rise in honour of his achievements, the historian will dwell with enthusiastic rapture on the brilliancy of his character, and his almost worshipped name will be emblazoned in the recollection of future ages.

Yet, Sir, through the medium of your invaluable publication, I wish to make an appeal to the nation, in order that something more may be done. I wish both to honour the memory of the brave departed, and to excite an ardent spirit of emulation in the breasts of the living, even to remote posterity. Let a subscription be opened, in which, rejecting all donations from the national purse, individuals alone may participate. In this subscription, let the seaman's and the labourer's shilling, the orphan's sixpence, and the widow's mite, be equally acceptable. Small as the individual contributions may be, the aggregate will be large, and worthy of the British nation; for there is not a native, deserving of the appellation of Briton, who breathes the hallowed air of our climate, who would not be ambitious to honour the name of Nelson.

Let the gentlemen of Lloyd's have the management of this subscription, and let its amount be applied to the erection of a NAVAL PILLAR in one of the most conspicuous parts of the shore of the British Channel. Let the Pillar be large and splendid, and on its top let an everlasting lamp be lighted, to serve, both by night and by day, as a friendly pharos to guide the mariner to safety, to remind him how Nelson fought and died, to inspire a kindred flame of glory in his bosom; and to tell to distant nations, which pour their wealth into our island, how Britain venerates the memory of her heroes! The very sight of such a pillar, when known to have been erected in commemoration of the victory of Trafalgar, where Nelson bled and conquered, would strike a terror into our enemies, and appal them in the dread hour of battle.

Trusting, Sir, that these brief hints will be found to merit your prompt attention, I remain

Yours, &c.

P. P.

MR. EDITOR,

MUCH has been said of late, and much more will no doubt be said, on the subject of erecting a monument, on a grand scale, to the memory of our ever lamented Hero, Lord Nelson, than

which nothing could be more desirable, and towards which no person would more cheerfully contribute their mite than myself; but I could wish to learn, through the medium of the *Naval Chronicle*, whether the much talked of *Naval Pillar* was ever erected, for which so many thousands were so liberally subscribed? if so, where it is to be found? if not, what became of the money, and why it should be appropriated to any other use than that for which it was specifically subscribed? My motive in asking these questions is not merely to satisfy personal curiosity, but for the service and information of the public; because I may not only be desirous, but anxious to contribute towards a monument which shall to the latest posterity commemorate the achievements of our gallant friend; but I cannot say that it would afford me much satisfaction to know, or even to think, that my money had ultimately found its way into the pockets of individuals, that it was appropriated to any other purpose than what I intended it should be, or that it lay idle. I could therefore wish, Sir, to be informed on this subject, as it will, in the event of a subscription being opened for the purpose of erecting a monument to the memory of Lord Nelson, very materially affect my determination, although no man living can entertain a more sincere affection for his memory, or feel a deeper regret at our loss, than myself.

I beg to call your attention to some very interesting, well informed letters, which occasionally appear in the Oracle, on the subject of the *Black Sea*, and which I think would be a very valuable acquisition to the *Naval Chronicle*; and as the letters are of a very moderate length, one in every month would not much encroach on other matter.

I remain, Sir, Yours, &c.

Nov. 13, 1805.

NEPTUNE.

MR. EDITOR,

IN no one great action in this or any preceding war has the Captain of the Commander in Chief's Ship been forgotten, when the honours of our Sovereign have deservedly been conferred on the Flag Officers of the victorious fleet. The public are anxiously expecting that the brave Captain Hardy, who was the immortal Nelson's Captain, and indeed he may be called the Captain of the fleet, will not be *forgotten*, and "receive soon the honours due to his gallantry." England expected he would do his duty, and "he has done so."—I am, Sir, your humble servant,

A FRIEND TO THE VALIANT, AND

London, Nov. 12.

A CONSTANT READER.

MR. EDITOR,

November, 1805.

I TRANSMIT you a few anecdotes of the late truly great and good HORATIO Lord Viscount NELSON, who so triumphantly and heroically fell in the late glorious victory over the enemies of his God, his King, and his Country. I flatter myself, that though they may appear trivial to some, you will not deem them unworthy of insertion in the *Naval Chronicle*, especially as they show the private character of the Naval Hero in a most amiable point of view.

I remain, Sir,

Truly yours, &c.

Great Queen Street, Lincoln's Inn Fields.

A.

INTERESTING ANECDOTES OF THE LATE LORD NELSON.

DURING his Lordship's visit at Salisbury, in December 1800, he caught sight of a sailor that had assembled amongst the crowd before the council house in that city, who proved to be one that had fought under his Lordship at the Battle of the Nile. The recollection of a man who had hazarded his life with himself for the glory of his country, associated with the idea of his having been one among the many humble instruments of his own exaltation, instantly touched his heart. He called him forward, and after cordially expressing the satisfaction he should ever feel on meeting with any one who had borne a part in that proud day, instantly dismissed him with a handsome present.

Another man presented himself, who at the Helder Point had met a similar fate with his Lordship off Teneriffe in the loss of an arm. Every circumstance of greatness or distinction vanished for the moment from the brave Admiral's mind: he found himself in a like predicament with the poor man before him: his sympathy was awakened: the only difference it allowed him to recollect was, that of his own better fortune, a proof of which his fellow sufferer soon experienced in a generous token of the hero's feeling.

It is a singular fact that Lord Nelson should next discover amidst the huzzaing multitude, a person who had attended him at the time he lost his arm, and had assisted at the amputation. The noble Admiral beckoned him up stairs (of the council house), and meeting him as he approached the room, took him by the hand with a present in his own, and with looks expressive of remembrance for the tender services he had experienced from him on that melancholy occasion. As the man withdrew, he took from his bosom a piece of lace which he had torn from the sleeve of the amputated arm, declaring he would preserve it to his last breath, in

memory of his late gallant Commander, whom he should always deem it the honour of his life to have served. Lord Nelson bade him farewell with an emotion which no effort could stifle.

Such, Mr. Editor, was the ever-to-be-lamented HORATIO NELSON, whose proudest honour, he has been heard to say, was to be called a BRITISH SAILOR!

MR. EDITOR,

AS the origin and signification of the word Bucentaure, the Flag Ship of Villeneuve, is not generally understood, and may in vain be sought for in most of the dictionaries we have at present, I have sent the following. S. S.

THE Bucentaure was originally a Galeass, or great Galley of the Doge of Venice, adorned with fine pillars on both sides, and gilt over from the prow to the stern. As to the name, the ancients called Centaurs certain great Ships which had the figure of a Centaur on the stern; and some think that the Galeass of Venice was called Bucentaure, as if one should say a *great Centaur*: the particle *Bu*, in Greek, being put at the head of words, signifies *great*.

The Doge's seat was upon the uppermost deck, where the standard of the Republic was displayed, with the Prince's arms on the side. Justice was represented in gold upon the prow, holding a naked sword in her right hand, and a pair of scales in her left. The Vessel was covered over head with a kind of a tent made of purple silk. It was in this Galeass that the Doge received the great Lords and persons of quality that came to Venice, accompanied with the Ambassadors and Counsellors of State, and all the Senators seated upon benches by him. The same Vessel served also every year in the magnificent ceremony of ascension day, in which the Duke of Venice throws a ring into the sea to espouse it, and to denote his dominion over the Gulf of Venice. Dr. Moore gives a minute account of this ceremony in his "View of Society and Manners in Italy." It is said that the first Galeass of this kind was built in 1177, by order of Sebastian Ziani, Duke of Venice, to receive the Emperor Frederick Barbarossa, who came to make peace with Pope Alexander III and the Republic of Venice. Others believe that it was built in 1311. The Elector of Bavaria caused to be built many years since a Ship as great and as magnificent as that of the Venetians, to which he gave the name of Bucentaure.

Æt. Chron. Vol. XIV.

D D D

ADDENDA
TO
THE BIOGRAPHICAL MEMOIR
OF THE LATE RIGHT HONOURABLE
HORATIO LORD VISCOUNT NELSON, K.B.
AND DUKE OF BRONTE;
VICE-ADMIRAL OF THE WHITE SQUADRON.

(Resumed from Vol. III, page 189.)

"ILLUSTRIOUS SPIRIT! WHILE TH' HISTORIC PAGE
SHALL GLORY TO RECORD THY DEATHLESS NAME,
HOW WILL EACH HERO'S BREAST, THROUGH EVERY AGE,
ASPIRE TO REVEAL THY EXALTED FAME!"

DAVIES.

THE brave, the gallant, the great, the good Lord Nelson is no more! Though, with the most generous feelings, every Briton exults in the victorious achievement of his countrymen, one universal sentiment of sorrow, and deep regret, pervades the public mind, as it reflects that the nation's "glory and its pride" have fallen!

Grief is silent and unobtrusive. We wish to pay no fulsome compliment to the memory of the departed Hero. His deeds are his best eulogium.

"Some, when they die, die all; their mouldering clay
Is but an emblem of their memories:
The space quite closes up through which they passed.
That He has lived, he leaves a mark behind,
Shall pluck the shining age from vulgar time,
And give it whole to late posterity."

The late Lord Nelson was one of the first patrons of *The NAVAL CHRONICLE*, which, under the happiest auspices, has attained its proportionate share of celebrity, and bids fair to descend to posterity, as an ample register of naval events, and a faithful monument of professional merit. Lord Nelson was not only one of the first approvers of our undertaking, but has uniformly proved himself its most liberal patron; and has, from time to time, enriched its pages with his valuable communications.

Independently, however, of these considerations, it is no wonder that, in common with every Englishman, we deeply deplore our own and our Country's loss; that we are anxious to pay a feeble tribute to his talents and his virtues.

It is with an oppressed heart, and a trembling hand, that the compiler of the present article attempts a continuation of the Biographical Memoir which appears in the third volume of the NAVAL CHRONICLE*. The succeeding events of Lord Nelson's life have indeed been detailed, in chronological order, in our work; but, at the present interesting moment, when the name of Nelson sounds from every tongue, and dwells upon every ear, we are persuaded that a compact sketch of his actions, subsequently to the glorious battle of the Nile, will prove generally acceptable to our readers. Should we, in some parts of our detail, be thought too minute; or should we, by our observations, call to mind the garrulity of age, which delights in repetition, let it be candidly attributed to a wish to preserve all that can be collected respecting our departed patron, the idol of his country's love.

It was on the 18th of August, 1798, that Rear-Admiral (then Sir Horatio) Nelson, having refitted the Ships of his fleet, and the prizes, in the best manner that the stores which he had would permit, sailed from the scene of his glory, the Bay of Aboukir, leaving Captain Samuel Hood, with four sail of the line and two Frigates, to block up the port of Alexandria, and also to intercept any supplies which might be sent to the French army. On the 22d of September he arrived at Naples in the Vanguard, accompanied by the Thalia Frigate. Immediately on his arrival, the King of Naples went off in his barge, and honoured the Admiral with a visit on board the Vanguard, where he continued until she anchored. When Sir Horatio landed, he was received amidst the reiterated shouts of a rejoicing people, who looked up to him as their deliverer and protector.

Lord Nelson remained at Naples till the month of December,

* *Vide page 157, et seq.*

on the 12th of which the blockade of Malta commenced. The French republican army having invaded the Neapolitan territory, and being on a rapid march towards the capital of that kingdom, where the inhabitants had shown evident signs of insurrection, his Sicilian Majesty, for the personal safety of himself and family, embarked on board the Vanguard, and were carried by Lord Nelson to Palermo in Sicily. On her passage thither, the weather was so extremely tempestuous, that the Vanguard narrowly escaped shipwreck.

In March 1799, Lord Nelson arranged a plan, which succeeded in all its parts, for taking the islands in the Bay of Naples, and for supporting the Neapolitan royalists who were making head in the kingdom. In the month of May he shifted his flag to the Foudroyant, having been promoted to the rank of Rear-Admiral of the red squadron. At that time he was obliged to be continually on his guard against the French fleet. In June the French evacuated Naples; soon after which Lord Nelson arrived in that port from Palermo. Finding that Cardinal Ruffo had concluded a disgraceful convention with the French regicides and Neapolitan rebels, Lord Nelson declared, in consequence of the disapproval of this convention by the King of Naples, that, not having been ratified by His Majesty's authority, the treaty was null and void. One of the first articles of it was, to grant a pardon to Admiral Prince Caraccioli, the chief of the revolutionary party. Lord Nelson ordered the Prince to be immediately arrested, and to be carried on board the Neapolitan Frigate Minerva, where he was tried by a court martial, and hanged within twenty-four hours after the sentence of condemnation had been passed. Several other articles of the convention were also set aside by Lord Nelson. The next step necessary to be taken was to dispossess the French of the castle of St. Elmo. For this purpose a large détachment of seamen and marines from the English squadron was landed, under the command of Captain Troubridge, of the Culloden, who was assisted for the first seven days by Captain Ball, of the Alexander; but Lord Nelson requiring the services of that Officer at Malta, his place was ably supplied by Captain Hallowell, of the

Swiftsure. A party of Russians and Portuguese joined Captain Troubridge, and rendered very essential service during the siege, which continued from the 3d to the 12th of July, when the castle capitulated. The loss sustained by the combined forces in this service, was five Officers, and thirty-two rank and file killed; and five Officers, seventy-nine rank and file, and one marine, wounded.—Captain Troubridge was afterwards dispatched by Lord Nelson to take possession of the Roman territory. Having entered into articles of capitulation with the French General Grenier, for the evacuation of the Roman State, on the 29th and 30th of September, a detachment of 200 seamen and marines were landed from the Culloden and Minotaur, and took possession of Civita Vecchia, Cornatto, and Tolfa. General Bouchard, and Captain (now Admiral) Louis, of the Minotaur, were sent to take possession of Rome on the same terms. Thus, as His Sicilian Majesty was pleased to say, was Lord Nelson the means of re-couquering his kingdom and placing him again upon his throne.

On the 10th of July, His Sicilian Majesty arrived in the Bay of Naples, and hoisted his standard on board of the Foudroyant; and, on the 9th of August, Lord Nelson carried him back to Palermo, His Majesty having been upwards of four weeks on board of the Foudroyant.

It was on the 13th of this month, that His Sicilian Majesty honoured Lord Nelson with the dukedom of Bronte, estimated at 3,000*l.*, or 3,500*l.* sterling per annum.

Early in the year 1800, Vice-Admiral Lord Keith, who was cruising off the harbour of Valette, in the island of Malta, to prevent the French from throwing any succours into it, received certain intelligence, that an enemy's squadron was expected to make the attempt. He accordingly directed Lord Nelson to keep to windward of the island, to look out with three sail of the line, the Lion to keep off the passage between Genoa and Malta, and the Alexander off the S.E. side of the island, whilst he remained in the Queen Charlotte, with the Phaeton, Serena, Neapolitan Frigate, and the Minerva Sloop, close in with the mouth of the harbour. In the morning, at day-light, on the 18th

of February, Lord Nelson discovered the *Alexander* in chase of a line-of-battle Ship, three Frigates, and a Corvette. About eight o'clock she fired several shot at one of the enemy's Frigates, which struck her colours, and, leaving her to be secured by the Ships a-stern, continued the chase. At half past one P.M. the enemy's Frigate and Corvette tacked; but the line-of-battle Ship, not being able to tack without coming to action with the *Alexander*, bore up. The *Success* being to leeward, her Captain, with great judgment and gallantry, lay across his hawse and raked him with several broadsides. In passing the French Ship's broadside, several shot struck the *Success*, by which one man was killed, and the Master and eight men wounded. At half-past four, the *Foudroyant* and *Northumberland* coming up, the former fired two shot, when the French Ship fired her broadside, and struck her colours. She proved to be the *Genereux*, of 74 guns, (one of the Ships which escaped out of the Bay of Aboukir, on the 2d of August, 1798), bearing the flag of Rear-Admiral Perrée, Commander in Chief of the French naval force in the Mediterranean, having a number of troops on board from Toulon, bound for the relief of Malta. Lord Nelson attributed the capture of this Ship to the extreme good management of Lieutenant William Harrington, who commanded the *Alexander* in the absence of Captain Ball. His Lordship also spoke highly of the gallant behaviour of Captain Peard, of the *Success*. The other Ship which was taken was a large armed Transport, with stores, provisions, &c., for Malta.

The congratulations and public thanks with which Lord Nelson was hailed on his return to England, with Sir William Hamilton, at the close of the year 1800, have been fully related*.

Still eager to exert himself in the service of his country, immediately after his arrival in England his Lordship solicited a re-appointment to actual command; and, as his very name carried terror with it to the enemy, his request was instantly

* *Vide NAVAL CHRONICLE, Vol. IV, page 489.*

granted, and the San Josef, of 110 guns, formerly a Spanish first rate, and one of the Ships boarded and taken by his Lordship in the action off St. Vincent, was appointed to receive his flag.

The war in which we were engaged still continued, and the name and abilities of Lord Nelson were too eminent to be allowed to rest unemployed. In the spring of 1801, the armed confederacy of the north threatened to deprive England of those rights and privileges, of which, for centuries, she had remained in undisturbed possession. In breaking this league between the northern powers, his Lordship was destined to act a very conspicuous part. Admiral Sir Hyde Parker was appointed Commander in Chief of the expedition which was intended to dissolve the armed neutrality of Russia, Sweden, and Denmark; and Lord Nelson, accepting a command under Sir Hyde Parker, hoisted his flag on board the St. George, of 98 guns.

Early in the morning of the 11th of March 1801, Sir Hyde Parker made the signal for seeing land; and, on the 19th, about noon, his Ship made the Scaw, which was the first general rendezvous of the fleet. From the 21st to the 24th, there were in general foul winds, heavy falls of sleet, snow, and rain, which, added to a chilling cold, caused the Officers and crews to suffer incredible fatigue.—That the Danes considered themselves in a state of perfect security, notwithstanding the formidable appearance of the British fleet, is obvious from the following incident. During the negotiations which were carried on previously to passing the Sound, an Officer of distinction, high in favour with the Crown Prince, came on board the English Admiral, with a verbal answer to one of our proposals; and finding some difficulty in expressing, with sufficient clearness, the sentiments of his court, was requested to communicate them in writing. The pen which was brought for this purpose happening to be ill-pointed, he held it up, and, with a sarcastic smile, observed to those about him, "If your guns are not better pointed than your pens, you will make but little impression on Copenhagen."

On the 28th of the month, orders were given to prepare for

battle; and Lord Nelson, who, with his characteristic bravery, had volunteered his services, was appointed to lead the attack.—It had long been a received opinion, that the possession of Cronenburg Castle* gave to the Danes an uncontrolled command of the passage of the Sound; and they had so far profited by the supposed advantage of their situation, that, for more than a century, they had exercised the undisputed right of levying contributions on all Vessels, in proportion to the value of their respective cargoes, trading to and from the Baltic. The tacit assent given by the European powers to this flagrant imposition, apparently justified by the sanction of time, so far confirmed the Danes in the validity of this opinion, that they regarded any augmentation of the works as superfluous; and, relying on the co-operation of the Swedes, had neglected to render the approach of the British an object of real difficulty, which, by means of floating batteries, they might easily have done. The time had now arrived, in which it rested with England to exhibit a practical refutation of the long-established error under which the Danes had laboured.—The afternoon of the 29th was principally occupied in clearing the Ships for action, which was done with the utmost alacrity and expedition. On the morning of the 30th, the wind being as fair as the most sanguine expectation could desire, Sir Hyde Parker, to the inexpressible joy of the whole fleet, made the signal to weigh, and form the order of battle. Lord Nelson led the van, while Sir Hyde Parker acted with his division in the rear, as a corps de reserve; and such was the promptitude displayed in executing the orders to form the line and engage, that, at half-past six, A.M., the *Monarch*, which had been appointed to lead the fleet, was so far advanced, that the enemy commenced a heavy and well-supported fire from the whole line of his positions, which was instantaneously returned from our leading Ships, and from some of those of the centre and rear divisions. The Swedish batteries, however, were silent; a circumstance much in our favour, and which contributed most efficaciously to our success. Whether the conduct

* For a view and description of Cronenburg Castle, see Vol. V., p. 308.

of the Court of Stockholm on this occasion originated in any secret misunderstanding between itself and that of Copenhagen, or whether it trembled for its town of Helsinburg, it is not for us to determine; but certain it is, that not a single shot was fired from the Swedish shore; and at half-past ten every Ship had passed the Sound, without sustaining the slightest injury, except the loss of six or seven men killed and wounded on board the *Isis*, Captain Walker, by the bursting of one of her lower deck guns.

Lord Nelson, as before stated, had volunteered his services for conducting the attack; and, after having examined and buoyed the outer channel of the middle ground, he proceeded, with twelve Ships of the line, all the Frigates, Bombs, Fire-ships, and all the small Vessels. On the evening of the 1st of April, he anchored off Draco Point, in order to make his disposition for the attack, and to wait for the wind turning to the southward*.

* The following is a list of the squadron under the command of Lord Nelson:—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
<i>Edgar</i>	74	Captain George Murray.
<i>Ardent</i>	74	—— Thomas Bertie.
<i>Bellona</i>	74	—— Sir T. B. Thompson.
<i>Agamemnon</i>	64	—— R. D. Fancourt.
<i>Glatten</i>	54	—— William Nowell.
<i>Isis</i>	50	—— J. Walker.
<i>Elephant</i>	74	{ Vice-Admiral Lord Nelson.
		{ Captain T. Foley.
<i>Ganges</i>	74	—— J. F. Freemaillie.
<i>Monarch</i>	74	—— R. Moss.
<i>Defiance</i>	74	{ Rear-Admiral T. Graves.
		{ Captain R. Retalick.
<i>Russel</i>	74	—— W. Cumming.
<i>Polyphemus</i>	64	—— J. Lawford.
<i>Desirée</i>	40	—— H. Inman.
<i>Amazon</i>	38	—— Edward Rion.
<i>Blanche</i>	36	—— G. E. Hammond.
<i>Alcmene</i>	32	—— S. Sutton.
<i>Dart</i>	30	—— J. F. Devonshire.
<i>Jamaica</i>	26	—— Jonas Rose.
<i>Arrow</i>	30	—— ———.
<i>Cruiser</i>	18	—— James Brisbane.
<i>Harpy</i>	18	—— W. Birchall.

FIRE SHIPS.

<i>Zephyr</i>	16	Captain Clotw. Upton.
<i>Otter</i>	14	—— George M'Kinley.

It was agreed between Sir Hyde Parker and Lord Nelson, that the Ships remaining with the Admiral should weigh at the same moment with those of his Lordship, and menace the crown batteries and four Danish Ships of the line which lay at the entrance of the arsenal. This arrangement was also made so as to cover our disabled Ships as they should come out of the action.

In the morning of the 2d of April, Lord Nelson made the signal for the squadron to weigh and to engage the Danish line, consisting of six sail of the line, eleven floating batteries, mounting from eighteen 18-pounders, to twenty-six 24-pounders, and one Bomb-ship, beside Schooner Gun-vessels. These were supported by the Crown Islands, mounting eighty-eight cannon; by four sail of the line, moored in the harbour's mouth; and by some batteries on the Island of Amack. The Bomb-ship and Schooner Gun-vessels made their escape; but, after a battle of four hours, the other seventeen sail, being the whole of the Danish line to the southward of the Crown Islands, were all either sunk, burnt, or taken.—From the very intricate navigation, two of our Ships, the *Bellona* and *Russel*, (Captains Sir T. B. Thompson, and Cumming), unfortunately grounded; but, although not in the situation which had been assigned them, they were in such a place as enabled them to be of great service. The *Agamemnon*, Captain Fancourt, could not weather the shoal of the middle, and was unavoidably obliged to anchor. These accidents prevented the extension of our line by the three Ships just mentioned, which Lord Nelson was confident would have silenced the Crown Islands, with the two outer Ships in the harbour's mouth, and have prevented a heavy loss of men in the *Defiance* and *Monarch*, Captains Retalick and Moss. They also unfortunately threw the *Amazon*, commanded by the gallant Captain Riou, under a very heavy fire. The consequence was, the death of Captain Riou, and of many brave Officers and men in the Frigates and Sloops.

Agreeably to orders, the Bombs took their stations abreast of the *Elephant*, the Ship into which Lord Nelson had removed his flag, and threw some shells into the arsenal. Captain Rose,

Who volunteered his services to direct the Gun-brigs, did every thing that was possible to get them forward, but the current was too forcible to admit of their being of service during the action. The boats of those Ships of the line which were not ordered on the attack, afforded the engaged squadron every assistance. The *Desirée*, Captain Inman, took her station in raking the southernmost Danish Ship, and performed the greatest service. The action began at five minutes past ten. The van was led by Captain Murray, of the *Edgar*, who set a noble example of intrepidity, which was followed by every Officer and man in the fleet. The loss, in such a battle, was necessarily very heavy, the total amount of the killed and wounded amounting to 943. Lord Nelson, in his report of the action to Sir Hyde Parker, bestowed the warmest and most liberal praise on all concerned; and on none more than on those Officers and men whose utmost exertions had proved ineffectual.—The carnage on board the Danish Ships was also excessive; it being calculated by the Commander in Chief, Olfert Fischer, at 1800. The Ships were crowded with men; and, from some singular neglect, which probably originated in the idea, that the wounded would be so near the city that they could be immediately accommodated there, they had not on board their Block-ships a single Surgeon. When our people boarded them, they found hundreds bleeding to death.

As soon as the fire of the Danish line slackened, and Lord Nelson perceived that the Ships and batteries of the enemy were in his power, he went to his cabin and wrote a letter to the Crown Prince, representing the expediency of allowing a flag of truce to pass, and stating that, if this were denied, he should be under the necessity of destroying the floating batteries then in his power, while it would be impossible for him to save those brave men by whom they were defended. This note was addressed, *To the Brothers of Englishmen, the Danes*. When, in consequence of this application, Lord Nelson received permission to land, and went on shore to adjust terms of reconciliation, he was received by the brave and generous Danes with the loudest acclamations, and was treated by the accomplished Prince of

Denmark with every token of respect. The immediate result of their conference was an armistice, the precursor of an amicable convention. The dreadful engagement, heard, seen, and felt, on the Danish shore, had wound up the feelings of all ranks to the highest pitch of sensibility; but every individual hope and fear seemed to be lost in a general blaze of patriotic ardour. From the Crown Prince, whose cool intrepidity and judgment were gloriously displayed in the sight of his people and of Europe, to the humblest citizen, one heroic mind and purpose seemed to animate and unite the whole. Never had the valour of Denmark, even in the brightest periods of its history, beamed forth with more distinguished lustre. The daring pirates of the ninth and tenth centuries did not exhibit greater intrepidity and prowess in invading England, than their descendants of the nineteenth century did in resisting an invasion from that country. If the recollection of a common origin, a similarity of manners, and long habits of social and commercial intercourse, tend to impress on the two nations a conviction that they are fitted and destined to be good friends to each other, the ever memorable battle of Copenhagen, scarcely more glorious to one party than to the other, ought to be a long memento that they are not less fitted to be mutually dreadful and destructive enemies.—Lord Nelson told the Crown Prince's Aid-de-camp, Colonel Lindholm, who waited on him respecting the proffered flag of truce, that the French fought bravely; but that they could not have stood one hour the fight which the Danes maintained for four. "I have been in a HUNDRED AND FIVE engagements," said he, "in the course of my life, but that of to-day was the most terrible of all."—Admiral Sir Hyde Parker, in his dispatches to the Admiralty, said:—"Were it possible for me to add any thing to the well-earned renown of Lord Nelson, it would be by asserting, that his exertions, great as they have hitherto been, never were carried to a higher pitch of zeal for his country's service."

To the above sketch of this glorious action, and to the public and private accounts*, which have already appeared in our

* *Vide NAVAL CHRONICLE*, Vol. V, pages 334, 351, and 451; and Vol. XIII, page 463, *et seq.*

CHRONICLE, we beg leave to subjoin the following interesting and well-written narrative, extracted from a recent publication by Mr. Carr, entitled, "*A Northern Summer; or, Travels round the Baltic.*"

A young Danish Officer, says Mr. Carr, upon the crown battery, obligingly pointed out the disposition of the Ships, and spoke of the battle with great impartiality. From the position of the British fleet, before the squadron under Lord Nelson bore down, and rendered his intention indubitable, the Danes were firmly of opinion that the British Commander intended to proceed either to Carlsrona or Revel, and made no preparation for defence; their Ships were lying in ordinary: they therefore trusted solely to their Block-ships and batteries. On that day the Hero of the Nile surpassed those achievements, which an admiring and astonished world conceived must for ever remain without imitation, as they had been without example, in the annals of the British Navy. Favoured by a fortunate shift of wind, and an extraordinary elevation of the tide, which at the same time was higher than the Danes had long remembered it, he placed his unsupported squadron (and, as it is said, with an *unobserved* signal of retreat flying at the mast head of the Ship of the chief in command,) in a most advantageous and formidable position. The citizens of Copenhagen in a moment flew to their posts; all distinctions were lost in the love of their country. Nobles and mechanics, gentlemen and shopmen, rushed together in crowds to the quays; the sick crawled out of their beds, and the very lame were led to the sea side, imploring to be taken in the boats, which were perpetually going off with crowds to the Block-ships. A carnage at once tremendous and novel only served to increase their enthusiasm. What an awful moment! The invoked vengeance of the British nation, with the fury and velocity of lightning, was falling with terrible desolation upon a race of gallant people, in their very capital, whose Kings were once seated upon the throne of England, and in the veins of whose magnanimous Prince flowed the blood of her angust family. Nature must have shuddered as she contemplated such a war of brethren: the conflict was short, but sanguinary beyond example. In the midst of the slaughter the heroic Nelson dispatched a flag of truce on shore, with a note to the Crown Prince, in which he expressed a wish that a stop should be put to the further effusion of human blood, and to avert the destruction of the Danish arsenal and of the capital, which he observed that

the Danes must then see were at his mercy. He once more proposed their withdrawing from the triple league, and acknowledging the supremacy of the British flag. As soon as the Prince's answer was received, a cessation of hostilities took place, and Lord Nelson left his Ship to go on shore. Upon his arrival at the quay he found a carriage that had been sent for him by Mr. D.; a merchant of great respectability, the confusion being too great to enable the Prince to send one of the royal carriages: in the former the gallant Admiral proceeded to the palace in the octagon, through crowds of people, whose fury was rising to frenzy, and amongst whom his person was in more imminent danger than even from the cannon of the Block-ships; but nothing could shake the soul of such a man. Arrived at the palace in the octagon, he calmly descended from the carriage amidst the murmurs and groans of the enraged concourse, which not even the presence of the Danish Officers who accompanied him could restrain. The Crown Prince received him in the hall, conducted him up stairs, and presented him to the King, whose long shattered state of mind had left him but very little sensibility to display upon the trying occasion. The objects of this impressive interview were soon adjusted, to the perfect satisfaction of Lord Nelson and his applauding country; that done, he assumed the gaiety and good humour of a visitor, and partook of some refreshments with the Crown Prince.

During the repast Lord Nelson spoke in raptures of the bravery of the Danes, and particularly requested the Prince to introduce him to a very young Officer, whom he described as having performed wonders during the battle, by attacking his own Ship immediately under her lower guns. It proved to be the gallant young Welmoes, a stripling of seventeen; the British hero embraced him with the enthusiasm of a brother, and delicately intimated to the Prince that he ought to make him an Admiral; to which the Prince very happily replied, "If, my Lord, I were to make all my brave Officers Admirals, I should have no Captains or Lieutenants in my service." This heroic youth had volunteered the command of a Praam, which is a sort of raft, carrying six small cannon, and manned with twenty-four men, who pushed off from shore, and in the fury of the battle placed themselves under the stern of Lord Nelson's Ship, which they most successfully attacked, in such a manner, that although they were below the reach of the stern chasers, the British marines made terrible slaughter amongst them: twenty of these gallant men fell by their bullets, but their young Commander continued knee-deep in dead at his post, until

the truce was announced. He has been honoured, as he most eminently deserved to be, with the grateful remembrance of his country and of his Prince, who, as a mark of his regard, presented him with a medallion commemorative of his gallantry; and has appointed him to the command of the Yacht in which he makes his annual visit to Holstein. The issue of this contest was glorious and decisive: could it be otherwise, when its destinies were committed to Nelson?"

For this important victory, Lord Nelson, with the rest of the Officers, seamen, marines, and soldiers of the fleet, received the thanks of both Houses of Parliament.

Sir Hyde Parker, having left those Ships which were the most disabled off Copenhagen, under the care of Lord Nelson, proceeded with the rest of his fleet up the Baltic, with the view of chastising the Russians and Swedes. The death of the Emperor Paul, however, which was immediately followed by pacific overtures from his successor, Alexander, prevented the farther effusion of blood; and, early in the month of May, Sir Hyde resigned the command of the fleet to Lord Nelson, and sailed for England in the *Blanche* Frigate. The bad state of his Lordship's health, however, compelled him to apply to the Lords Commissioners of the Admiralty for leave to return to England; and, about the 19th of June, he was succeeded in the command of the Baltic fleet by Sir C. M. Pole, who remained on that station till the latter end of July; when, there being no longer any occasion for so powerful a force there, he returned to join the Channel fleet*.

Short was the respite which Lord Nelson enjoyed; for an invasion having been threatened on the part of France, and a considerable number of small Vessels having been collected along the French coasts, particularly in the harbour of Boulogne, preparatory to the meditated attack, his Lordship was again called upon to exert his valour and his talents. He was

* For the interesting *Memorandum*, dated on board the *St. George*, Kioe Bay, June 18, 1801, which Lord Nelson addressed to the Officers and seamen of the fleet before he resigned the command, *vide* NAVAL CHRONICLE, Vol. VI, p. 69.

accordingly appointed to command a squadron employed for the defence of the coast between Orfordness and Beachy Head; together with all the floating defence and sea fencibles within that district. In the month of July, 1801, he hoisted his flag on board of the *Unité* Frigate, of 32 guns, then lying at Sheerness. His force consisted of fifteen Frigates, beside the *Unité*, with a considerable number of Gun-boats and craft, stationed from Portsmouth, up the Straits of Dover, to the northern extremity of the island. Such was the confidence of administration in his Lordship, that on this occasion he was invested with very extensive and unusual powers; and, in consideration of the inconveniences to which he was exposed through the want of his right arm, he was indulged by the Admiralty with the unprecedented allowance of three Aides-de-camp. During the time that Lord Nelson held this command, he made various attacks on the French flotilla; and his successes, though small in themselves, were great and valuable in their aggregate amount: the enemy received an important check, and the valour of Britons was perhaps never more strikingly displayed.

From the *Unité*, Lord Nelson removed his flag into the *Medusa*; and, on the 3d. of August, he sailed from the Downs with a squadron composed chiefly of Gun-vessels and Bombs. On the following morning, his Lordship made a vigorous attack upon twenty-four of the enemy's armed Vessels moored off Boulogne*. The shells were thrown with such precision, that, in the course of the day, three of the enemy's Flats and a Brig were sunk; six were driven ashore much damaged; and, at high water, the remainder took refuge in the harbour. Much to the satisfaction of Lord Nelson, this service was performed without any serious loss; a Captain of artillery, and two seamen, wounded, constituting the total of the injury sustained. In addition to this statement, which forms the substance of Lord Nel-

* It is worthy of remark, that at the period of preparing this article for the press, the gallant Sir W. Sidney Smith, who may justly be considered as the heir of the departed Nelson's bravery and skill, is supposed to be employed in an expedition of a similar nature, directed against the same port.

son's official letter on the occasion, we shall here introduce the following

French Account of the Attack at Boulogne, on the 4th of August, 1801.

The day before yesterday, August the 4th, at day break, Admiral Nelson, with thirty Vessels of war of all sizes, appeared before Boulogne. A division of our light flotilla was anchored at the distance of 500 fathoms before the entrance of the port; the three sections of the division were placed close to each other without any interval. The English Bomb-vessels began the fire, which was returned; but the enemy kept at a distance, which we estimated at 1900 fathoms from the line of our division.

The English fleet attempted several times to advance; our soldiers requested leave to board, and three battalions embarked in the three sections of the division; the other divisions of the light flotilla were in port ready to proceed to the assistance of the van.

Our flotilla kept up a well-supported fire, and at noon the enemy was obliged to resume his first position without reach of our cannon; he, however, continued to throw bombs: the number of those thrown in the course of the day amounted to more than nine hundred. No person was either killed or wounded by them. Two Gun-boats, which they had damaged, were immediately put in a state of service.

Yesterday, the 5th, in the morning, the English fleet disappeared. Rear-Admiral Latouche could have done more hurt to the enemy had the weather been calm.

The intention of the English Admiral was to compel our van to return into port. He did not accomplish that object. This combat took place in sight of both countries.

It is the first of the kind: the historian will have cause to make this remark.

We know not what particular cause the historian should have to make this remark, unless it were to show, that when the French are opposed by the English, "they cannot with impunity come outside their ports*."

The enemy having again moored their flotilla off Boulogne, which was considerably augmented to what it had been in the

* Vide Lord Nelson's letter on the occasion, NAVAL CHRONICLE, Vol. VI page 153.

preceding attack, Lord Nelson proceeded thither with his squadron, determined, if possible, either to destroy or to bring them off. For this purpose, on the night of the 15th of August, he directed the attack to be made by the armed boats of the squadron, which was formed into four divisions, commanded by the Captains Somerville, Cotgrave, Jones, and Parker; with a division of howitzer boats under Captain Conn. Captain Bedford, of the *Leyden*, and Captain Gore, of the *Medusa*, manifested great zeal upon this occasion, offering their services as volunteers under a Master and Commander, which offer was handsomely declined by the Commander in Chief. At half past eleven at night the boats put off from the *Medusa*, and proceeded in the best possible order. At half past twelve, Captain Parker, with the second division, commenced the attack in the most intrepid and gallant manner; but, attempting to board a Brig off the Mole, wearing the Commodore's broad pendant, which had a strong netting traced up to her lower yards, all his endeavours were baffled: an instantaneous discharge of her guns, and small arms from about 200 soldiers from her gunwale, knocked Captain Parker, with most of the crew, upon their backs into the boat, all of whom were either killed or badly wounded. Their situation was so desperate, that had not Mr. Cathcart, one of the Midshipmen of the *Medusa*, instantly come and towed the boat off, they must have fallen into the hands of the enemy. The other boats in Captain Parker's division, commanded by Lieutenants Williams, Longford, and Pelley, were conducted and fought with distinguished bravery; but such was the unfortunate result, that most of their crews were either killed or wounded.

To the darkness of the night, and the uncertainty of the tides, which caused the other divisions to be separated from the second, must be attributed the want of success in this bold and hardy enterprise. Had they arrived at the point of attack at the same moment with Captain Parker, there could have been scarcely a doubt of the event turning out gloriously to His Majesty's arms. Notwithstanding this unfortunate circumstance, the greatest skill, and the most persevering bravery, were displayed by the Captains, Officers, and men, composing the other

divisions, who attacked, and absolutely took possession of many Brigs and Flats, and cut their cables; but from the disgraceful circumstance of their being aground, or moored with chains, it was impossible to bring them off, or even to burn them, as the moment that the battle ceased, the enemy, regardless of the lives of their own men, discharged repeated and heavy volleys of musketry from the shore.

An attack so desperate and vigorous, and a resistance so powerful on the part of the enemy, was necessarily attended by considerable slaughter on both sides. It being considered fruitless, however, to make any further attempts on the flotilla, our boats soon after day-light returned to the squadron.

For the amusement, rather than for the information of the reader, we subjoin the following

French official Account, from Rear-Admiral Latouche, to the Minister of Marine.*

CITIZEN MINISTER,

Boulogne, Aug. 16.

I had the honour to inform you, by my dispatch of the 17th Thermidor, of the battle of the 16th (August 4), in which the leading division of the fleet of small Vessels under my command of itself frustrated all the efforts of the English fleet, and kept the enemy at a sufficient distance from Boulogne, to prevent the bombardment of the port, and to ward off all danger from the other divisions of the fleet. Admiral Nelson, seeing that all his efforts were ineffectual, disappeared on the 17th, no doubt to procure reinforcements, and to lay in ammunition. He again made his appearance yesterday with several Ships of the line, and a great number of Frigates, Brigs, Pinnaces, Gun-boats, &c. He anchored at the distance of 3000 toises from the landing-division, which still kept its original position, about 500 toises from the mouth of the harbour. I had augmented it by one section, and had strengthened it by the addition of several Bomb-ships. I could easily perceive in the evening, that the enemy meditated an attack, their Ships being surrounded with boats and small craft of all sizes. I had therefore ordered several boats to keep watch, that I might have timely notice of the approach of the enemy. About three quarters of an hour after twelve, one of the boats

* For the English official account of this enterprise, *vide* NAVAL CHRONICLE, Vol. VI, page 153.

discovered the enemy, and was immediately attacked. The fire opened with uncommon briskness on both sides; the bombs, the cannon, and the musketry, presented, amid the waves, a spectacle truly grand. The land batteries could be of no assistance to us, for fear of firing on our own boats. The enemy had embarked from two to three thousand men, in pinnaces and boats: six of these attacked the Etna Gun-boat, carrying Captain Peireux, who commanded the division, and killed two English sailors with his own hand. Almost all the Gun-boats of the leading division were at the same time boarded by the English Pinnaces; but these every where found the same resistance: every where they were repulsed. The bravest of the English, who attempted to board, were either thrown into the sea or made prisoners. The farthest off Gun-brig on our right, the Vulcan, was attacked again and again, but always repulsed the enemy. The Gun-boat, the Surprise, commanded by Lieutenant Carran, run down four of the enemy's Pinnaces, and took a considerable number. While these things were going on in front, a division of the enemy attempted to get between us and the shore. Here, as at Algesiras, the English were the dupes of this manœuvre. Our boats accompanied the retreat of the enemy with a heavy cannonade, which did not cease till four in the morning, when the English had got beyond gun-shot. Of the enemy's boats, eight were run down, and four were taken. I must be within bounds when I state their loss in killed, wounded, and prisoners, at four or five hundred men. Every moment the dead bodies of the English are cast up upon the beach. The battalions of the 46th, 57th, and 108th, embarked in the leading division, covered themselves with glory. I shall not fail to send you the names of those brave fellows who deserve to be particularly distinguished by the Chief Consul. On our side we had ten men killed, and thirty wounded.

Notwithstanding the idle vaunting of Citizen Latouche, and his ludicrous efforts to exaggerate the English *force*, and the *bravery* of the French, the attempt was seen in its true light in this country; and by those best competent to the task was duly appreciated. "It is not given to us to *command* success," said Earl St. Vincent in a letter to Lord Nelson on the occasion: "your Lordship, and the gallant Officers and men under your orders, most certainly *deserve* it: and I cannot sufficiently express my admiration of the zeal and persevering courage with

which this gallant enterprise was followed up; lamenting most sincerely the loss sustained in it*."

The grand total of our loss, however, instead of four or five hundred, as modestly estimated by Citizen Latouche, was only, 172; viz. 4 Officers, 33 seamen, and 7 marines, killed; and 14 Officers, 84 seamen, and 30 marines, wounded.

The threatened invasion was thus happily checked; and the preliminaries of peace being shortly afterwards signed, Lord Nelson found a period to a long series of severe, but glorious services. The Gazette of August the 4th, 1801, announced that His Majesty had been graciously pleased to grant to his Lordship the dignity of Baron of the United Kingdom of Great Britain and Ireland, by the name, style, and title, of Baron Nelson of the Nile, and of Hilborough in the county of Norfolk; with remainders to his father the Rev. Edmund Nelson, and to the heirs male of Susannah, the wife of Thomas Bolton, Esq., his Lordship's sister †.

Had the lamented Hero survived the glorious battle of Trafalgar, no doubt can be entertained that additional honours would have been conferred on him by his munificent Sovereign. The title of Earl at least, if not of Marquis, would have extended his heraldic insignia.

Whilst this sheet was at Press, the following information, which ought to have been inserted sooner in our Addenda, arrived:

After the recovery of Lord Nelson from the loss of his arm, the following thanksgiving was read by his desire at St. George's church.

(COPY.)

An Officer desires to return thanks to Almighty God for his perfect recovery from a severe wound, and also for the many mercies bestowed upon him.

Dec. 8th, 1797; for next Sunday.

The original of the above paper was given to the late Mr. Greville of St. George's, Hanover-square, by Lord Nelson himself, and is at present in the possession of his son, the Rev. Mr. Greville, No. 24, Great Maddox-street.

* *Vide* NAVAL CHRONICLE, Vol. VI, page 160.

† *Ibid.* page 170.

At the close of the war, in which Lord Nelson had so eminently exalted the naval prowess of Britain, and contributed to our glory, he retired to Merton; where he truly enjoyed the short interval of ease that was allowed him; and it was there that the genuine unaffected philanthropy of his heart displayed itself. It is scarcely possible to conceive a human being of more benevolence and active enterprise than Lord Nelson. He was the friend, the brother, of every man within the reach of his power; and the neighbourhood of Merton were delighted to behold the veneration and affection which all his companions in arms, from the highest to the lowest, expressed for his person. It was a sort of homage, which not mere duty could have enforced, but which sprung from a heart-felt sense of superior worth.

His Lordship's enjoyments, however, so dear and soothing to his heart, were quickly at an end. Hard and painful were his services, and fleeting were his intervals of repose. Yet such was his ardent thirst for glory, and such his pious confidence in the Supreme Object of our adoration, that throughout life he perhaps might be esteemed the happiest of men. He died as he had lived: expiring in the arms of glory, his eyes were raised towards "another and a better world," where his labours should cease, where his virtues should meet their surest, best reward.

Anxiously as Britain, in common with every nation of Europe, sighed for peace, that blessing was destined to be of but short duration. The ambition of that man who now usurps the blood-stained throne of the Bourbons, speedily involved us in the horrors of a new war. It was on the 16th of May, 1803, that His Majesty, by a royal message to both Houses of Parliament, announced a rupture with France. The eyes of the British public were instantly directed toward their invincible Admiral; and, agreeably to the national wish, Lord Nelson was immediately appointed to the command of our fleet in the Mediterranean. His Lordship sailed for that station in the *Victory*, accompanied by the *Amphion* Frigate, on the 20th of May, but little more than a fortnight after the annunciation of hostilities.

Many tedious months elapsed, during which no occasion presented itself for the exertion of his Lordship's active spirit, or to satisfy his eager desire of once more humbling our haughty enemy. Patience and vigilance were the only qualities which, for a long time, he had occasion to practise; qualities which, however wearisome to a soul of fire like his, he showed how well he could exert in the performance of his duty. During this interval of fruitless defiance and expectation, he received a vote of thanks from the corporation of London; but, though covetous of glory, the exalted mind of Lord Nelson was not avaricious of praise; especially of that praise which attached to himself at the expense of others. The answer which he returned evinced the superiority of his feelings, and the noble generosity of his sentiments on the occasion. From some circumstances with which we are unacquainted, certain Officers in the Mediterranean fleet had been passed over in the vote of thanks alluded to; in consequence of which the Admiral addressed a letter to the Lord Mayor, in which, having noticed the ability and zeal of his brother Officers, he observed, that they had shared together the constant attention of being more than fourteen months at sea, and were ready to share the dangers and glory of a day of battle; therefore it was impossible that he could ever allow himself to be separated in thanks from such supporters*.

The events of the present war, as well as the testimony of every experienced seaman, will attest the impossibility, amidst the casualties of the watery element, that a blockade should at all times prove effective. Certain it is, that the Toulon fleet escaped out of harbour unobserved by the British Admiral, according to the account of their own Commander, on the 30th of last March, and shortly after formed a junction with the Cadiz squadron, having previously, by their great superiority of force, hastily driven Sir John Orde from his station off that port. The combined fleets then directed their course to the West Indies; and our readers will remember with what rapidity

* *Vide NAVAL CHRONICLE, Vol. XII, page 275.*

Lord Nelson, on the first news which he received of their destination, hastened to preserve our islands from their pillage. His arrival was hailed with the utmost joy by the inhabitants of Barbadoes, and in his name alone they felt an ample security. His Lordship performed this service with a gallantry so noble, as to expose the combined fleets to the ridicule of Europe. They, however, eluded his pursuit, and he returned to England filled with mortification, which those who first conversed with him after his arrival state to have amounted to anguish at his disappointment. The fleets of the enemy had, in the mean time, encountered Sir Robert Calder's squadron, the particulars of whose victory over them are fresh in the public mind, and, a few days afterwards, succeeded in again getting into port on their own coast.

Lord Nelson, having refitted and prepared for sea, sailed again immediately to join the Cadiz squadron, of which he assumed the chief command on the 4th of October, Sir Robert Calder having been previously recalled.

We hasten to the display of his Lordship's *last services*, in the tremendous conflict of Trafalgar, which robbed him of his existence, but consummated his earthly glory.

The official details, from his Lordship's successor, Vice-Admiral (now Lord) Collingwood, will be found in a subsequent sheet.

Lord Nelson is reported to have said to his friend Admiral Stirling, just before he went upon the service which terminated so brilliantly for his own fame, and for that of his country, "My health is so bad, that I ought to retire; but as my generous countrymen seem to think that I could do something if I were to meet the enemy, I feel it to be a duty to do what I can. I shall therefore go, and hope I shall be able to meet and conquer them; and I shall think my life gloriously sacrificed in such a cause."

It is understood that, towards the middle of October, Admiral Villeneuve, the French Commander in Chief, had received peremptory orders from Paris, to sail from Cadiz, at all events, before the 21st, to accomplish a particular object which

Buonaparté had in view. The combined fleet had indeed for some time been under orders to put to sea the first opportunity that should be afforded them, by our fleet being weakened by detachments from it, or by its being forced by stress of weather to quit the blockade of Cadiz.

The particular object, which Buonaparté wished the combined fleet to accomplish, is conjectured to be as follows:—to make for the Mediterranean, to collect in their passage the Carthagena squadron, and to proceed to Toulon, where, being joined by the Vessels in that port, they would have formed a fleet of between forty and fifty sail of the line, with which it was their design to prevent, if possible, the sailing of any expedition with British troops from Malta, or of any expedition with Russian troops from Corfu.

The enemy had heard of Admiral Louis having been dispatched with seven sail of the line to Tetuan Bay*, for provisions and other necessaries, and they conceived that our fleet had thereby been diminished to about twenty sail of the line. Lord Nelson, however, unknown to the enemy, had been reinforced by three or four sail of the line from home, and had been fully apprised of Admiral Villeneuve's intentions. His Lordship was therefore thoroughly prepared to meet the enemy.

On the other hand, the Commanders in Chief of the combined fleet having learnt that the Hero of the Nile had resumed the command of the blockading squadron, were fully sensible of the kind of reception which they were likely to experience should they fall in with him, and consequently it is presumed that they had consulted upon all the means necessary for a vigorous defence. In point of preparation, therefore, it is scarcely possible for two fleets to meet on more equal terms. With respect to force, the proportion was very different, as will be evident on glancing over the subjoined list of the hostile squadrons on the day of battle.

* For a correct View of Tetuan, see Vol. X, page 142.

BRITISH FLEET.

VAN.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Victory	100	{ Vice-Admiral Lord Nelson. Captain T. M. Hardy, who commanded the Mutine Brig in the Battle of the Nile.
Temeraire	98	Captain E. Harvey.
Neptune	98	——— T. F. Freemantle.
Conqueror	74	——— I. Pellew.
Leviathan	74	——— H. W. Bayntun.
Ajax	74	——— J. Pilford*.
Orion	74	——— E. Codrington.
Minotaur	74	——— C. J. M. Mansfield.
Spartiate	74	——— Sir F. Laforey.
Agamemnon	64	——— Sir E. Berry.
Britannia	100	{ Rear-Admiral Earl of Northesk. Captain C. Bullen.
Africaine	38	——— H. Digby.
Naiad	38	——— T. Dundas.
Euryalus	36	——— Hon. H. Blackwood.
Sirius	36	——— W. Prowse.
Phæbe	36	——— Hon. T. B. Capel.
Pickle Schooner	10	Lieut. J. R. Lapenotiere.
Entreprenante Cutter	10	——— J. Puver.

REAR.

Royal Sovereign	100	{ Vice-Admiral C. Collingwood. Captain E. Rotherham.
Prince	98	——— R. Grindall.
Dreadnought	98	——— J. Conn.
Tonnant	80	——— C. Tyler.
Mars	74	——— G. Duff†.
Belleisle	74	——— W. Hargood.
Bellerophon	74	——— J. Cooke†.
Colossus	74	——— J. N. Morris.
Achille	74	——— R. King.
Revenge	74	——— R. Moorson.
Swiftsure	74	——— W. G. Rutherford.
Defence	74	——— G. Hope.
Thunderer	74	——— J. Stockham*.
Defiance	74	——— P. C. Durham.
Polyphemus	64	——— R. Redmill.

* Senior Lieutenants commanding in the place of Captains Brown and Lechmere, called home, to give evidence on the inquiry into the conduct of Sir R. Calder.

† Killed in the action.

THE COMBINED FLEET.

SPANISH SHIPS.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Prince of Asturias	112	{ Admiral Gravina, Commander in Chief. Captain Don Antonio Escano.
† Santissima Trinidad	140	{ Rear Admiral Don Baltazar H. Cisneros. Captain Don F. Uriarte.
† Argonauta	80	{ Admiral Sig. D. Domingo Gaudalharas. Captain Count D. S. Antonio Pareja.
† Neptuno	84	{ Commodore Don Baltazar. Captain Don Caselana Valdes.

<i>Ships.</i>	<i>Guns.</i>	<i>Ships.</i>	<i>Guns.</i>
Santa Anna	112	San Juste	74
† Rayo	100	† San Augustin	74
† San Francisco de Asis	74	* San Edefonso	74
Montanez	74	San Leandro	64
† Monarca	74	Flora	44
* St. Juan Nepomuceno	74	Mercurio	24
* Bahama	74		

FRENCH SHIPS.

† Le Bucentaure	80	{	Admiral Villeneuve.	
			M. Prejary, 1st Captain.	
			M. Magestie, 2d ditto.	
‡ Le Formidable	80	{	Rear-Admiral Dumanoies.	
			Captain M. Latellier.	
L'Algeziraz	74	{	Rear-Admiral P. A. Magam.	
			Captain de Brouard.	
† L'Indomptable	84	†	L'Argonaute	74
Le Neptune	84	†	Le Redoubtable	74
Le Pluton	74	†	L'Achille	74
‡ Le Mont Blanc	74		L'Hermoine	40
* Le Swiftsure	74		L'Hortumne	40
‡ Le Scipion	74		La Cornelié	40
† Le Berwick	74		La Themes	40
† L'Intrepide	74		Le Rhin	40
† L'Aigle	74		L'Argus	16
L'Heros	74		La Ferrete	18
† Le Fougeux	74		L'Observateur	16
‡ Le Dugnay Trouin	74			

* Ships captured, and sent to Gibraltar.

† Ships captured, and destroyed.

‡ Ships since captured by Sir Richard Strachan.

About the first or second of October, Lord Nelson received such information from the Admiralty as induced him to believe that the enemy would soon put to sea. Before he left London to assume the command of the fleet, he had arranged a plan, according to which he determined to fight them on a new principle. Aware of the distressing consequences which arose in Sir Robert Calder's action, from the confusion attendant on multiplied signals, he had determined to avoid them. "I shall never," said he, "distract the attention of my fleet on the day of action by a superabundance of signals." On the 4th of October, his Lordship summoned the Admirals and Captains of his fleet into the cabin of the Victory, and laid before them a new, simple, and most complete plan of attack. It was one of the peculiar features of Lord Nelson's character to be able, by the clearness and precision of his plans and orders, to make every man understand him in an instant. The scheme carried immediate conviction to his Officers: they all exclaimed, that it could not but be successful! It proved, as Admiral Collingwood ex-

presses himself, *irresistible*. The last order which his Lordship gave before the action, was a short but comprehensive one:—ENGLAND EXPECTS EVERY MAN TO DO HIS DUTY!

Lord Nelson did not remain directly off Cadiz with his fleet, or even within sight of the port. His first aim was to induce the enemy to come out. "Let them come out," he would often say; "my object is not to induce them, by the display of all my force, to remain in port, but to do every thing in my power to tempt them to come out." The following was the manner in which he stationed his fleet:—the *Euryalus* Frigate was within half a mile of the mouth of the harbour, to watch the enemy's movements, and to give him the earliest intelligence. Off the harbour, but at a greater distance, he had about seven or eight sail of the line. He remained himself off Cape St. Mary with the rest of his fleet; and a line of Frigates extended and communicated between him and the seven or eight sail off Cadiz. The advantage of this plan was, that he could receive ample supplies and reinforcements off Cape St. Mary, without the enemy being informed of it; and thus they always remained ignorant of the real force under his command.

On the 19th of October, the combined fleet put to sea; and on the 21st Lord Nelson intercepted them off Cape Trafalgar, about sixty miles eastward of Cadiz. When his Lordship found that, by his manœuvres, he had placed the enemy in such a situation that they could not avoid an engagement, he displayed the utmost animation, and his usual confidence of victory. "Now," said he, "they cannot escape us; I think we shall at least make sure of twenty of them.—I shall probably lose a leg, but that will be purchasing a victory cheaply."

How well the action was fought, and how severe the conflict was, Admiral Collingwood's excellent letter sufficiently informs us. The enemy were engaged at the muzzles of their guns. The fullness of their ships is proverbial: every 74 has about 900 men; and the *Santissima Trinidad*, the Spanish Admiral's Ship, had 1,600, including a *corps* of troops, among whom were some sharp-shooters. Lord Nelson determined himself to fight the *Santissima Trinidad*; and it is worthy of remark,

that he had before gained the highest honour in grappling with that Ship in the action of the 14th of February, 1797, off Cape St. Vincent. She was the largest Ship in the world, carried 136 guns, and had four decks. The Victory did not fire a single shot till she was close alongside the Santissima Trinidad, when Lord Nelson ordered her to be lashed to his *old acquaintance*. In this labour the Commander of the Santissima Trinidad ordered his men also to assist. For four hours the conflict which ensued was tremendous. According to the murderous system of French warfare, which has been introduced into the Spanish Navy, a picked body of riflemen had been placed in the main-round-top of the Santissima Trinidad; of course for the express purpose of selecting the English officers. Lord Nelson, it appears—and we most sincerely regret that it was the case—was decorated with all the various *insignia* of the respective orders with which he had been invested; and thus became a more conspicuous mark for the riflemen. The proud and honourable display was surely an unnecessary one. His Lordship was sufficiently known by his own Officers; and if the enemy only knew that Lord Nelson was *there*, without being able to distinguish his *person*, it certainly must have been all that was requisite. Captain Hardy, his Lordship's first Captain, on perceiving frequent showers of musket-balls fired on the Victory's quarter-deck, requested Lord Nelson to take off the different orders which he wore, telling him that his person became unnecessarily endangered by those well-known honourable *insignia*. His answer was, that he would do so when he had time; but unfortunately he paid no farther attention to this prudent recommendation. The first person that was killed near his Lordship was Mr. Scott, his Secretary. A musket-ball entered his head, and he fell dead instantly. Another shot, a few minutes after, struck his Lordship, and, entering below his left shoulder, took a direction through the vital parts;—he staggered against the Officer who was next him, and was instantly carried below*. This was about the middle of the action. The Sur-

* The man who killed Lord Nelson was observed in the act of firing, by a Midshipman on the poop of the Victory, who fired at, and killed or wounded him, as he immediately fell down on the deck of the Trinidad.

geons were busily employed upon the wounded; and his Lordship, with his accustomed humanity and disinterestedness, desired that he might take his turn. As soon as the Surgeon examined the wound, he perceived that it was mortal. The gallant Hero had his eyes fixed attentively upon him—he saw the Surgeon turn pale, and his countenance assume the deepest impression of grief. “Is it mortal?” said his Lordship. The Surgeon did not, or could not speak. Perceiving his hesitation, Lord Nelson said, “Why, then, I will tell you it is! Do you not recollect some time ago, when we were talking of wounds, that you told me of a shot a man received in his breast, which you declared was mortal? I feel that I am precisely in the situation of that man; but GOD’S WILL BE DONE! If it had pleased the Almighty, I should have preferred dying on British ground.”

Having been placed on a chair, his Lordship directed that Captain Hardy might attend him. He spoke no more of the wound, except when he communicated to Captain Hardy the conviction of its being mortal. His Lordship lived about an hour; during which period, though the cavity of the chest was filling with blood, he displayed all his usual coolness and recollection; and employed the time in dictating orders relative to the battle, in receiving reports, in inquiring what was the condition of the enemy, and what Ships had struck. Shortly before he expired, he again sent for Captain Hardy; of whom he asked how many of the enemy’s Ships had struck. The Captain replied, that, as nearly as he could ascertain, they amounted to fifteen sail of the line. The last that struck before his death was the Santissima Trinidad. When he heard of this he appeared convulsed with joy. His Lordship then, with that fervent piety by which his character was as strongly marked as by skill and courage, returned thanks to the Almighty, that he had permitted him to die in the arms of victory. He desired his blessing to be conveyed to all who were the nearest to his heart, and whom he could have wished again to embrace—“but the will of God be done!” He laid his head upon the shoulder of Captain Hardy, who remained with him till the last, and in a few moments his gallant soul escaped for ever.

So terminated the life of Horatio Lord Viscount Nelson! a life which, from the twelfth year of his age, had been indefatigably devoted to the public service. For variety of danger, and for splendour of success, the memoirs of his brilliant career will be without parallel.

Admiral Collingwood had previously received the account of Lord Nelson being mortally wounded;—that brave man had sent him his final instructions, his affectionate regard, and his last farewell. It was known too on board the Santissima Trinidad that his Lordship had been wounded: just after he had received the wound there was a general shout on board the Spanish Ship. Both the Spaniards and French fought desperately. Many of our Ships had two or more on them at a time. The Temeraire was boarded by two Ships at once: the enemy poured upon the quarter-deck in great numbers, rushed to the flag-staff, and tore down the colours. Our gallant tars were in the highest degree enraged—they immediately *turned-to*—cleared the deck of every one of the enemy—most of whom were killed, and the rest forced overboard—the colours were re-hoisted amidst loud huzzas, and the two Ships which had boarded, were forced in their turn to strike their colours.

The result of the general action was, that twenty Ships of the enemy were taken or destroyed. Of these, four have been sent into Gibraltar: the remaining sixteen were all either sunk or burnt.

It is worthy of notice, that perhaps at the very moment of time when this great work was accomplishing, the *soi-disant* Emperor of the French was addressing the degraded Officers of the Austrian army which had surrendered at Ulm, with the following remarkable words:—"I desire nothing upon the Continent—I want *Ships*, colonies, and commerce!"—Little did this vain-glorious tyrant suppose, at the time when he was insulting, by his contemptible bravadoes, the legitimate Sovereigns of Europe, that the masters of the sea were depriving him of a great part of that Navy, which he expressed himself so anxious to increase.

[To be continued.]

PLATE CXCI.

THE HYDROGRAPHER, (No. 2.)

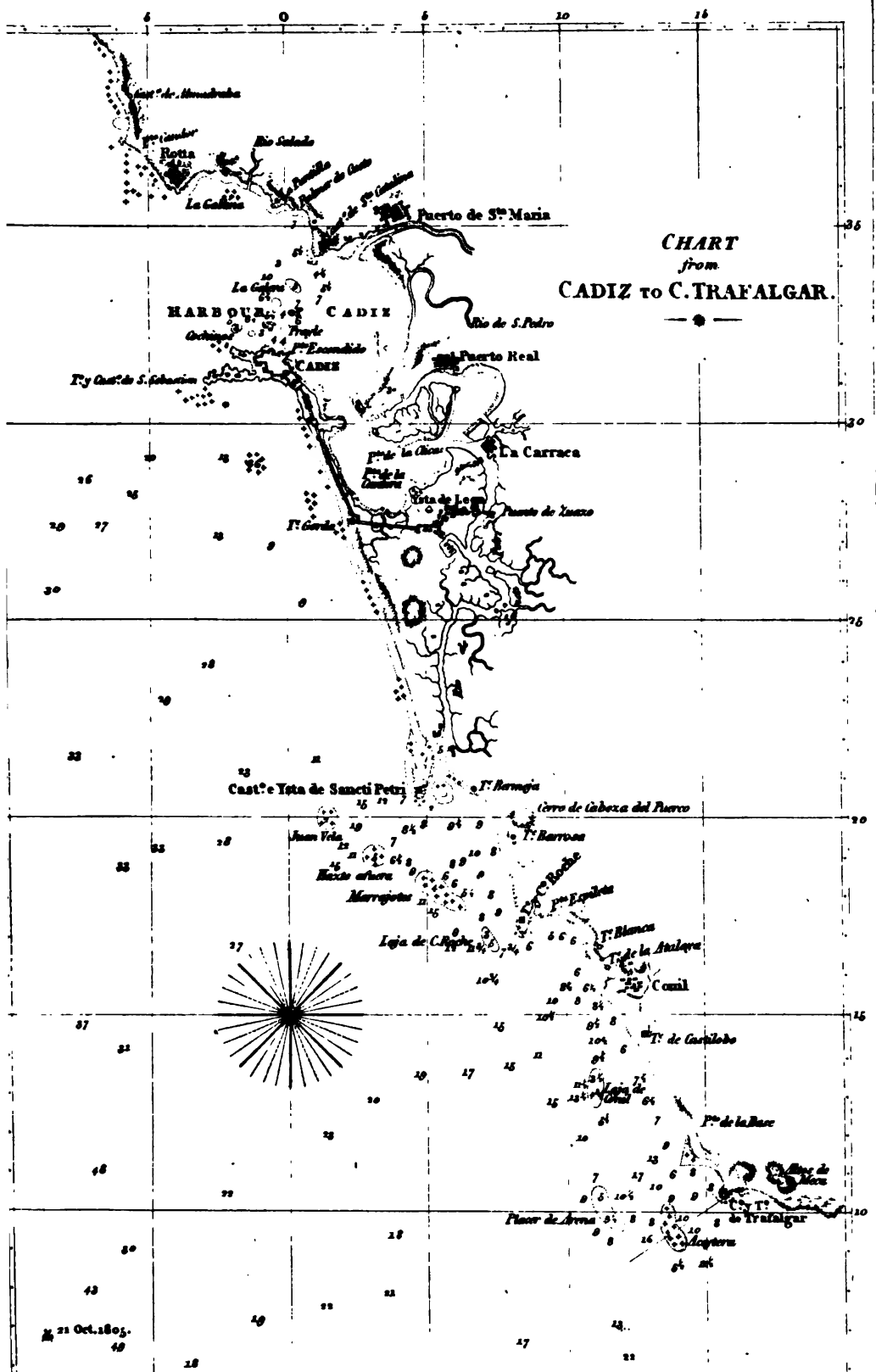
CAPE TRAFALGAR.

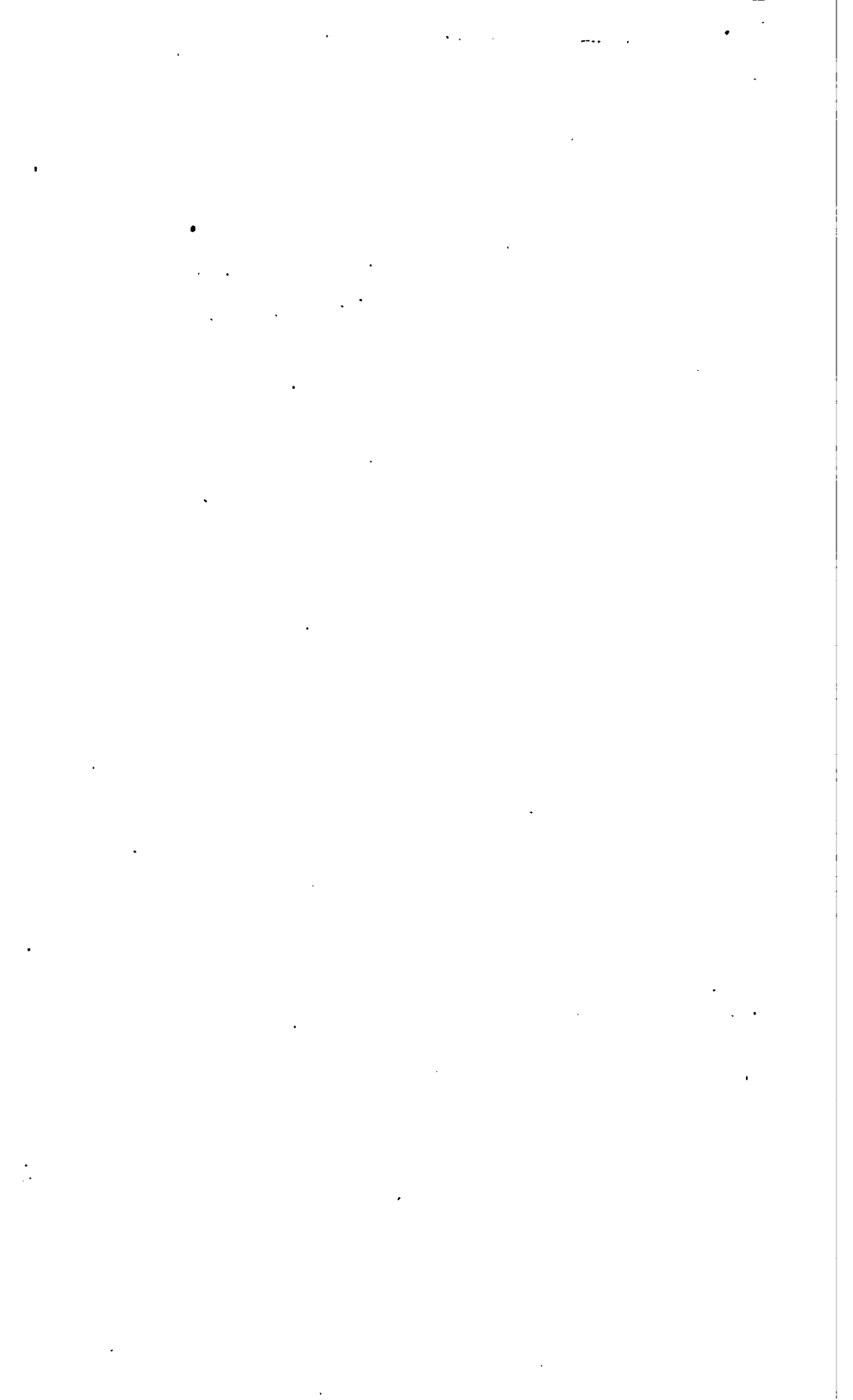
IN going from Cadiz to the southward, or in coming from the southward to Cadiz, you must give St. Sebastian's Point a large berth, there being sunken rocks that lie a great way off; between that and Cape Trafalgar is a bad coast, the sea frequently breaks three leagues from the Cape, and a mile without it you have thirty-five fathom.

When you depart from Cape St. Vincent steer S. S. E., if you are about four or five leagues off; but be sure not to go to the eastward of it: when you have run forty-five leagues, bring to, and sound; for should you be drawn to the northward, you will find yourself very near off the rocks of Cape Trafalgar; at that distance you must not go nearer Cape Spartell than three miles, for fear of being becalmed, and the tide sets some times on it.

Cape Trafalgar, situate at the north entrance of the Straights of Gibraltar, has now, for the second time, witnessed the discomfiture of the fleets of France and Spain. Although the first of these events by no means deserves to be placed in any comparison with the latter, either in respect to consequences, or that degree of nautical skill which was required to produce it; yet it is nevertheless so sufficiently interesting, that we trust a particular account of it will prove by no means disagreeable.

The garrison of Gibraltar, which had been, for a long time, blockaded by a formidable Spanish army, became, towards the close of the year 1782, much distressed, not only for provisions and warlike stores, but also stood in need of a considerable reinforcement of troops, to replace those who, during so long a siege, had fallen victims to disease, or the naturally to be expected casualties of war. This reinforcement became, at the juncture mentioned, peculiarly necessary: the Duke de Crillon, the conqueror of Minorca, in all the pride of success, and with the reputation of the most transcendant qualities as a General, had recently assumed the command of the Spanish army, which was considerably reinforced on the occasion: nor on the foregoing account only was it that misfortune, and the necessity of surrender, were to be dreaded by the brave and reduced garrison; for a most tremendous collection of floating batteries, amounting to thirteen in number, fitted particularly for the purpose, under the direction of the Chevalier D'Arçon, reputed one of the ablest engineers in the universe, were





intended to form an attack along the whole sea front, while the land batteries were, at the same time, endeavouring to force a passage for the Duke de Crillon and his troops, through those breaches which their tremendous thunder threatened to effect.

To perfect these combined and terrific operations, the fleets of France and Spain were collected at Cadiz. Great Britain used every exertion coolness and intrepidity could contrive, to relieve the besieged effectually, in spite of every opposition that could be made to her. The force of the fleet was, as the consequence of the expedition required, extremely formidable, though far inferior to that of the combined fleets of France and Spain, which lay ready in Gibraltar bay, to dispute its entrance. It consisted of thirty-four Ships of the line, formed in six squadrons, under Lord Howe as Commander in Chief, Vice-Admirals Barrington and Milbanke, Rear-Admirals Hood and Hughes, and Commodore Hotham. That of the enemy amounted to forty-six Ships of the line, under eight Admirals, or Chefs d'Escadres. The British fleet, with its convoy, entered the Straights on the morning of the 11th of October, and, about five o'clock in the afternoon, arrived off the bay of Gibraltar. Previous to this, the necessary dispositions had been made, and instructions given to the Panther and Buffalo, under whose immediate protection the Store-ships and Victuallers were placed, to pass with them under the guns of the fortress. The Panther and four only of her charge were able to effect it; the Buffalo, with the remainder, and all the Ships of war, were swept, by the rapidity of the current, into the Mediterranean.

On the 13th of October, the combined fleet of the enemy put to sea, with an apparent determination of deciding the contest by a serious action, or, at least, preventing the introduction of any further supplies into the besieged garrison. A favourable change of wind to the eastward, on the ensuing day, enabled his Lordship to pass such of the Store-ships as were then with the fleet, into the bay, and without interruption, as, from the circumstance of the enemy having been carried farther into the Mediterranean than the British fleet, by the same cause his Lordship was enabled to keep between the convoy and the enemy. Fortune, assisted by judgment, enabled all the rest of the Transports, (which had been ordered away to a special rendezvous, when the enemy's fleet appeared in sight on the 14th), in company with the Buffalo, to pass to the place of their destination on the 18th. That service, together with the debarkation of the troops, intended as a reinforcement to the garrison, the introduction of a proper supply of am-

munition and run from some of the Ships of war, was scarcely effected, before the enemy's fleet, having had the same advantage from the easterly wind, which had so happily enabled his Lordship to execute the different objects of his expedition, appeared in sight ON THE 19TH OF OCTOBER, at break of day.

The British fleet was at that time between Europa and Genta Points, and consequently so confined, that there was not sufficient room for it to form in a line of battle on either tack: as an additional inducement that his Lordship should avoid an action to the eastward of the Streights, such Ships, if any, that might be disabled in the encounter, would have no port of refuge for refitment: he consequently stood through the narrow chaunel which separates Africa from Europe, in close order, followed by the enemy at the distance of about three leagues. The British fleet, as soon as it cleared Cape Trafalgar and the Streights, brought to, as did that of the enemy, preserving its former distance to windward. At day light both parties began to form the line, a manœuvre which took up considerable time, both on account of the formidable numbers of which each fleet was composed, and of there being little or no wind to expedite the operation. Towards the evening, having arranged their whole force, the enemy manifested some disposition of engaging, but with the greatest caution, as will appear very evident from his Lordship's own account of this skirmish.

"The British fleet being formed to leeward to receive them, they were left uninterruptedly to take the distance at which they should think fit to engage. They began their cannonade, at sunset, on the van and rear, seeming to direct their chief attack on the latter, and continued their fire along their whole line, at a considerable distance, and with little effect, until ten at night. It was returned occasionally from different Ships of the fleet, as their nearer approach at times afforded a more favourable opportunity for making any impression upon them."

Thus ended this skirmish, for it scarcely deserves the name of a more serious encounter, and with it every attempt at retaliation made by the enemy for an enterprise carried into effect in spite of their utmost efforts to the contrary, and by a force in the beginning one-third, at least, inferior to their own; an enterprise which they had exerted every nerve to prevent, by incurring an expense almost incredible, and collecting a force which they arrogantly and presumptuously boasted, defied opposition. We have nothing left to add to this account, except that the whole loss sustained by the British amounted only to sixty-eight men killed, two hundred and eight wounded, and the *Minerva*, a Transport, laden with the

baggage of the regiments intended to reinforce the garrison, captured by the enemy. This great object being achieved, farther contest was fruitless, had the enemy even permitted it: they did not; but, satisfied with the parade of announcing to the world that they had fought the British fleet, retired into their own ports.

To draw any comparison between the two actions would be thought invidious and impertinent: it is matter of sufficient praise to Howe to say that he fully accomplished the object of his mission in spite of every opposition that was or could be made to him by a force exceeding his own by ten sail; and although the clamours of the discontented endeavoured to affix some stigma on the conduct of the Commander in Chief, because the trophies of decisive Victory were wanting, yet their malevolent intentions soon became crushed into silence by the reflection that the fleet of Britain was, in case of any unforeseen disaster befalling any Ship or Ships composing it, at so remote a distance from its own ports, the most serious consequences might be expected: and secondly, that the armament in question comprised the whole of the naval force possessed at that time by England for the protection of herself and her European possessions.

Neither of the foregoing considerations appear to have influenced the mind of Lord Nelson for a single moment. The first was prevented from ever entering into his ideas by his natural gallantry and spirit, which disdained to reflect coldly on consequences that might never take place, when the most distant hope could be cherished of chastising the enemies of his country. In respect to the second reason offered with so much propriety on a former occasion, against having forced the enemy to a more decisive contest, the gallantry of his Lordship himself on many occasions, together with the victories obtained by other brave men his friends and colleagues in the same line of service on others, added to the exertions made by those who were entrusted with the civil direction and government of maritime affairs at home, made him perfectly easy as to the farther naval superiority of Britain in every quarter of the globe.

In fine, the action was fought under arrangements and dispositions which had never before been reduced into practice, and which none but a great mind was capable of contriving.—Had the cold, tedious, and ancient system of naval tactics been persevered in, the enemy, we may, without vain boasting, assert, would have been defeated, but their loss probably would not have proved half so extensive.—With *Cæsar*, the gallant, the immortal Nelson, had he survived, might, with the greatest truth, have said, *I saw—I fought—AND I OVERCAME.*

NAVAL HISTORY OF THE PRESENT YEAR, 1805.

(October—November.)

RETROSPECTIVE AND MISCELLANEOUS.

THE glorious victory of Lord Nelson has certainly been dearly purchased by his death; and yet both, at the present important crisis, will eventually tend to restore the peace of Europe, and to call forth the utmost energy of our naval power. Much as we lament with our countrymen the fall of a Commander, whose very name carried terror amongst the crews of our vaunting and inveterate enemies, we acknowledge an overruling wisdom throughout the whole of the late tremendous and bloody action off Trafalgar, and think that the blood of our beloved and great Admiral, sprinkled as it was between earth and heaven, between the living and the dying, will arrest the angry and vindictive spirit that has so long desolated Europe, and will stay the plague.

It has already palsied the mad career of the Corsican Despot; it has imparted confidence to our Allies: hundreds of his followers have sworn to avenge his death, and a grateful nation is preparing to solemnize his interment in a manner that cannot fail to call forth the most lively emotions of heroism. The tears of our beloved Sovereign have been mingled with those of his people; and their united prayers will render homage and glory unto the Supreme Disposer of the events of this world. Yet whilst we unite with our countrymen in sounding the praises of their illustrious Lord Nelson, how little have we heard, amidst the late rejoicings, of the names of Duff and Cooke! men dear to their respective relations, and who stood high in their profession. We trust also, that a grateful nation, in rendering honours to the name of Nelson, will remember that the highest honour his country can bestow, is to bring forward and cherish those Officers that were brought up in his school, and of whom he had the highest opinion. Some of them are now soliciting promotion. *OWGHT THEY TO SOLICIT IN VAIN?*

We have endeavoured to collect, from a variety of sources, every thing that has transpired relative to the late action, and have drawn up some addenda to the correct and full account which we gave of Lord Nelson's life in our third volume. From this source has been drawn the many pirated accounts, which have been published as original; and though we lament a want of candour, which could induce men thus to pillage our Chronicle without the smallest acknowledgment, we rejoice to find, that our work has rendered so essential a service to our country, and afforded information on a subject to which the public attention was so eminently directed.

Sir W. Sidney Smith is returned with his squadron to the Downs. The attack on the enemy's Vessels in Boulogne harbour was to have been made on Thursday night, 21st of November; every thing was prepared; the Vessels had taken their appointed stations; the shell and carcase-rockets were fixed on the frames from which they were to be fired; Sir Sidney Smith had quitted the *Antelope*, and moved his flag on board the *Diligence* Sloop; in which Vessel, as she draws but little water, and is armed with ten 24-pounders on a side, Sir Sidney meant to conduct the attack in person. The signal was made for the Gun-brigs to lead in, and they were actually under weigh. The first volley of rockets had been discharged, when, on a sudden, the wind shifted round to the north-west, and in a

few minutes increased to a gale. Our Ships were obliged instantly to haul off. Such of them as were under weigh were, with difficulty, towed off the shore; and those that were not under weigh were compelled to slip their cables.—Whether much damage has been sustained by the Ships is not yet known. Three, some accounts say six, of the launches went down, but their crews were saved; the Biter is supposed to have blown up. The squadron anchored in Dover Roads the 26th of November, and in the afternoon bore away for the Downs. As soon as it arrived there, Sir Sidney made a signal for all the Vessels to anchor as close to him as possible; but whether to ascertain the damage done by the gale, or to give fresh instructions to the Captains, we know not. Our correspondent supposes that the plan of attacking the flotilla has not been abandoned; but that the squadron will sail again to the French coast when the wind is fair. Whether the expedition has or has not been abandoned, we have not yet been able to ascertain—but even if it has, it will at least have produced one good effect, if it be true that it has stopped the march of 20,000 French troops that had been ordered from the coast to Holland.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

[Continued from page 349.]

ADMIRALTY-OFFICE, OCT. 29, 1805.

Copy of a Letter from the Honourable William Cornwallis, Admiral of the White, &c., to William Mursden, Esq.; dated Ville de Paris, at Sea, the 21st Oct. 1805.

SIR,

I HAVE the honour to enclose, for the information of the Lords Commissioners of the Admiralty, a letter I have now received from Capt. Lavie, of His Majesty's Ship *Iris*, giving an account of his having fallen in with and captured the *St. Pedro* Spanish Corvette Privateer, and recaptured the *Magdalen* belonging to Greenock.

I have the honour to be, &c.

W. CORNWALLIS.

SIR,

Iris, at Sea, October 21, 1805.

I have the honour to acquaint you, that, at day-break on the 15th instant, being off *les Roches Bonnes*, two sail were discovered steering towards *Bordeaux*. It was soon ascertained that one was a Schooner armed Vessel, the other a Merchant-ship, her prize. Though it blew strong on the shore, I was fortunate enough to cut off the Ship. She proved to be the *Magdalen* of *Greenock*, who had separated from the *Leeward Island* convoy, and had been nearly a month in possession of the enemy.

On the same night a Ship opened her fire upon me, and did not surrender until she had received several broadsides. She proved to be the *St. Pedro* Spanish Corvette Privateer, mounting 16 guns, 8 of which are 18-pounders, the rest Spanish 6-pounders, with 150 men on board when she sailed, part of whom were distributed in five Vessels she had captured. I am sorry to add that we had one man killed, and the enemy two killed and four wounded. The senior Lieutenant, Mr. Ivie, and the rest of the Officers and Ship's Company, conducted themselves on this occasion much to my satisfaction. I have the honour to be, &c.

T. LAVIE.

*William Cornwallis, Esq., Admiral of the White,
Commander in Chief, &c. &c. &c.*

GAZETTE EXTRAORDINARY.

NOVEMBER 6.

Dispatches, of which the following are copies, were received at the Admiralty this day, at one o'clock A.M., from Vice-Admiral Collingwood, Commander in Chief of His Majesty's Ships and Vessels off Cadiz.

SIR,

Euryalus, off Cape Trafalgar, October 22, 1805.

The ever to be lamented death of Vice-Admiral Lord Viscount Nelson, who, in the late conflict with the enemy, fell in the hour of victory, leaves to me the duty of informing my Lords Commissioners of the Admiralty, that on the 19th instant it was communicated to the Commander in Chief from the Ships watching the motions of the enemy in Cadiz, that the combined fleets had put to sea; as they sailed with light winds westerly, his Lordship concluded their destination was the Mediterranean, and immediately made all sail for the Streights' entrance, with the British squadron, consisting of twenty-seven Ships, three of them sixty-fours, where his Lordship was informed by Capt. Blackwood, (whose vigilance in watching, and giving notice of the enemy's movements, has been highly meritorious,) that they had not yet passed the Streights.

On Monday the 21st instant, at day-light, when Cape Trafalgar bore E. by S. about seven leagues, the enemy was discovered six or seven miles to the eastward, the wind about west, and very light; the Commander in Chief immediately made the signal for the fleet to bear up in two columns, as they are formed in order of sailing; a mode of attack his Lordship had previously directed, to avoid the inconvenience and delay in forming a line of battle in the usual manner. The enemy's line consisted of thirty-three Ships (of which eighteen were French and fifteen Spanish), commanded in chief by Admiral Villeneuve; the Spaniards, under the direction of Gravina, wore, with their heads to the northward, and formed their line of battle with great closeness and correctness; but as the mode of attack was unusual, so the structure of their line was new;—it formed a crescent convexing to leeward—so that, in leading down to their centre, I had both their van and rear abaft the beam: before the fire opened, every alternate Ship was about a cable's length to windward of her second a-head and a-stern, forming a kind of double line, and appeared, when on their beam, to leave a very little interval between them; and this without crowding their Ships. Admiral Villeneuve was in the Bucentaure in the centre, and the Prince of Asturias bore Gravina's flag in the rear; but the French and Spanish Ships were mixed without any apparent regard to order of national squadron.

As the mode of our attack had been previously determined on, and communicated to the Flag-officers and Captains, few signals were necessary, and none were made, except to direct close order as the lines bore down.

The Commander in Chief in the Victory led the weather column; and the Royal Sovereign, which bore my flag, the lee.

The action began at twelve o'clock, by the leading Ships of the columns breaking through the enemy's line, the Commander in Chief about the tenth Ship from the van, the second in command about the twelfth from the rear, leaving the van of the enemy unoccupied; the succeeding Ships breaking through in all parts, a-stern of their leaders, and engaging the enemy at the muzzles of their guns, the conflict was severe; the enemy's Ships were fought with a gallantry highly honorable to their Officers, but the attack on them was irresistible; and it pleased the Almighty Disposer of all events to grant His Majesty's arms a complete and glorious victory. About three P.M. many of the enemy's Ships having struck their colours, their line gave way; Admiral Gravina, with ten Ships, joining their Frigates to leeward, stood towards Cadiz. The five headmost Ships in their van tacked, and standing to the southward, to windward of the British line, were engaged, and the sternmost of them taken; the others went off, leaving to His Majesty's squadron nineteen Ships of the line, (of which two are first-rates, the Santissima Trinidad and the Santa Anna,) with three Flag Officers; viz. Admiral Villeneuve, the Commander in Chief; Don Ignacio Maria d'Aliva, Vice-Admiral; and the Spanish Rear-Admiral, Don Baltazar Hidalgo Cisneros.

After such a Victory it may appear unnecessary to enter into encomiums on the

particular parts taken by the several Commanders ; the conclusion says more on the subject than I have language to express ; the spirit which animated all was the same : when all exert themselves zealously in their country's service, all deserve that their high merits should stand recorded ; and never was high merit more conspicuous than in the battle I have described.

The *Achille* (a French 74), after having surrendered, by some mismanagement of the Frenchmen, took fire and blew up : two hundred of her men were saved by the Tenders.

A circumstance occurred during the action, which so strongly marks the invincible spirit of British seamen, when engaging the enemies of their country, that I cannot resist the pleasure I have in making it known to their Lordships. The *Temeraire* was boarded by accident, or design, by a French Ship on one side, and a *Spaniard* on the other ; the contest was vigorous ; but in the end, the combined ensigns were torn from the poop, and the British hoisted in their places.

Such a battle could not be fought without sustaining a great loss of men. I have not only to lament, in common with the British Navy, and the British Nation, in the fall of the Commander in Chief, the loss of a Hero, whose Name will be immortal, and his Memory ever dear to his Country ; but my heart is rent with the most poignant grief for the death of a friend, to whom, by many years' intimacy, and a perfect knowledge of the virtues of his mind, which inspired ideas superior to the common race of men, I was bound by the strongest ties of affection ; a grief to which even the glorious occasion in which he fell, does not bring the consolation which perhaps it ought : his Lordship received a musket ball in his left breast, about the middle of the action, and sent an Officer to me immediately with his last farewell ; and soon after expired.

I have also to lament the loss of those excellent Officers, Captains Duff of the *Mars*, and Cooke of the *Bellerophon* ; I have yet heard of none others.

I fear the numbers that have fallen will be found very great when the returns come to me ; but it having blown a gale of wind ever since the action, I have not yet had it in my power to collect any reports from the Ships.

The *Royal Sovereign* having lost her masts, except the tottering foremast, I called the *Euryalus* to me, while the action continued, which Ship lying within hail, made my signals, a service Captain Blackwood performed with great attention. After the action I shifted my flag to her, that I might more easily communicate my orders to, and collect the Ships, and towed the *Royal Sovereign* out to seaward. The whole fleet were now in a very perilous situation ; many dismasted ; all shattered ; in thirteen fathoms water, off the shoals of *Trafalgar* ; and when I made the signal to prepare to anchor, few of the Ships had an anchor to let go, their cables being shot ; but the same good Providence which aided us through such a day preserved us in the night, by the wind shifting a few points, and drifting the Ships off the land, except four of the captured dismasted Ships, which are now at anchor off *Trafalgar*, and I hope will ride safe until those gales are over.

Having thus detailed the proceedings of the fleet on this occasion, I beg to congratulate their Lordships on a victory which, I hope, will add a ray to the glory of His Majesty's Crown, and be attended with public benefit to our country.

William Marsden, Esq.

I am, &c.

C. COLLINGWOOD.

The Order in which the Ships of the British Squadron attacked the Combined Fleets on the 21st of October, 1805.

VAN.		REAR.	
Victory.	Orion.	Royal Sovereign.	Revenge.
Temeraire.	Agamemnon.	Mars.	Swiftsure.
Neptune.	Minotaur.	Bellerisle.	Defence.
Conqueror.	Spartiate.	Tonnant.	Thunderer.
Leviathan.	Britannia.	Bellerophon.	Defiance.
Ajax.	Africa.	Colossus.	Prince.
		Achille.	Dreadnought.
Euryalus.	Naiad.	Polyphemus.	
Simus.	Pickle Schooner.		
Phoebe.	Entreprenante Cutter.		

C. COLLINGWOOD.

GENERAL ORDER.

Euryalus, October 22, 1805.

The ever-to-be-lamented death of Lord Visc. Nelson, Duke of Bronta, the Commander in Chief, who fell in the action of the 21st, in the arms of victory, covered with glory, whose memory will be ever dear to the British Navy, and the British Nation; whose zeal for the honour of his King, and for the interests of his Country, will be ever held up as a shining example for a British Seaman,—leaves to me a duty to return my thanks to the Right Hon. Rear-Admiral, the Captains, Officers, Seamen, and detachments of Royal Marines serving on board His Majesty's squadron now under my command, for their conduct on that day; but where can I find language to express my sentiments of the valour and skill which were displayed by the Officers, the Seamen, and Marines in the battle with the enemy, where every individual appeared an Hero, on whom the glory of his country depended; the attack was irresistible, and the issue of it adds to the page of Naval Annals a brilliant instance of what Britons can do, when their King and their Country need their service.

To the Right Honourable Rear-Admiral the Earl of Northesk, to the Captains, Officers, and Seamen, and to the Officers, Non-commissioned Officers, and Privates of the Royal Marines, I beg to give my sincere and hearty thanks for their highly meritorious conduct, both in the action, and in their zeal and activity in bringing the captured Ships out from the perilous situation in which they were, after their surrender, among the shoals of Trafalgar, in boisterous weather.

And I desire that the respective Captains will be pleased to communicate to the Officers, Seamen, and Royal Marines, this public testimony of my high approbation of their conduct, and my thanks for it.

To the Rt. Hon. Rear-Admiral the Earl of Northesk, and the respective Captains and Commanders.

C. COLLINGWOOD.

GENERAL ORDER.

The Almighty God, whose arm is strength, having of his great mercy been pleased to crown the exertion of His Majesty's fleet with success, in giving them a complete victory over their enemies, on the 21st of this month; and that all praise and thanksgiving may be offered up to the Throne of Grace for the great benefits to our country and to mankind:

I have thought proper that a day should be appointed of general humiliation before God, and thanksgiving for this his merciful goodness, imploring forgiveness of sins, a continuation of his divine mercy, and his constant aid to us, in the defence of our country's liberties and laws, without which the utmost efforts of man are nought; and direct therefore that

be appointed for this holy purpose.

Given on board the *Euryalus*, off Cape Trafalgar, 22d October, 1805.

To the respective Captains and Commanders.

C. COLLINGWOOD.

N. B. The fleet having been dispersed by a gale of wind, no day has yet been able to be appointed for the above purpose.

SIR,

Euryalus, off Cadix, October 24, 1805.

In my letter of the 22d, I detailed to you, for the information of my Lords Commissioners of the Admiralty, the proceedings of His Majesty's squadron on the day of the action, and that preceding it, since which I have had a continued series of misfortunes, but they are of a kind that human prudence could not possibly provide against, or my skill prevent.

On the 22d, in the morning, a strong southerly wind blew, with squally weather, which however did not prevent the activity of the Officers and seamen of such Ships as were manageable from getting hold of many of the prizes (thirteen or fourteen), and towing them off to the westward, where I ordered them to rendezvous round the Royal Sovereign, in tow by the Neptune: but on the 23d the gale increased, and the sea ran so high, that many of them broke the tow rope, and drifted far to leeward before they were got held of again; and some of them taking advantage of the dark and boisterous night, got before the wind, and have

perhaps drifted upon the shore and sunk; on the afternoon of that day the remnant of the combined fleet, ten sail of Ships, who had not been much engaged, stood up to leeward of my shattered and straggled charge, as if meaning to attack them, which obliged me to collect a force out of the least injured Ships, and form to leeward for their defence; all this retarded the progress of the hulks, and the bad weather continuing, determined me to destroy all the leewardmost that could be cleared of the men, considering that keeping possession of the Ships was a matter of little consequence compared with the chance of their falling again into the hands of the enemy: but even this was an arduous task in the high sea which was running. I hope, however, it has been accomplished to a considerable extent; I entrusted it to skilful Officers, who would spare no pains to execute what was possible. The Captains of the Prince and Neptune cleared the Trinidad and sunk her. Captains Hope, Bayntun, and Malcolm, who joined the fleet this moment from Gibraltar, had the charge of destroying five others. The Redoubtable sunk a-stern of the Swiftsure while in tow. The Santa Anna, I have no doubt, is sunk, as her side was almost entirely beat in; and such is the shattered condition of the whole of them, that unless the weather moderates, I doubt whether I shall be able to carry a Ship of them into port. I hope their Lordships will approve of what I (having only in consideration the destruction of the enemy's fleet) have thought a measure of absolute necessity.

I have taken Admiral Villeneuve into this Ship; Vice-Admiral don Aliva is dead. Whenever the temper of the weather will permit, and I can spare a Frigate, (for there were only four in the action with the Fleet, Euryalus, Sirius, Phoebe, and Naiad; the Melpomene joined the 22d, and the Eurydice and Scout the 23d), I shall collect the other Flag Officers, and send them to England with their flags, (if they do not go to the bottom), to be laid at His Majesty's feet.

There were four thousand troops embarked, under the command of General Contamin, who was taken with Admiral Villeneuve in the Bucentaure.

I am, Sir, &c.

C. COLLINGWOOD.

NOVEMBER 9.

Copy of a Letter from the late Lord Viscount Nelson, K.B., Commander in Chief of His Majesty's Ships and Vessels in the Mediterranean, to William Marsden, Esq.; dated on board the Victory, off Cadix, the 13th of October, 1805.

SIR,

I herewith transmit you, for the information of the Lords Commissioners of the Admiralty, a letter from Captain Hoste, of the Eurydice, dated the 7th instant, together with the list of Vessels captured, as therein mentioned.

I am much pleased with Captains Hoste and Thomas, for their exertions in getting the Eurydice so expeditiously off the shoal; particularly so, as she is stated to have received no damage.

I am, &c.

NELSON & BRONTE.

MY LORD,

Eurydice, October 7, 1805, off Cape Umbria.

I have the honour to inform you, that yesterday morning, Cape Umbria bearing N.E. by N. seven or eight miles, several sail were seen coming along shore from the eastward, apparently from St. Lucar; and on its falling calm, the boats of His Majesty's Ships Eurydice and Aëna were dispatched for the purpose of intercepting them. On their closing the Vessels, they were found to be under the convoy of a large Spanish armed Settee, mounting two long 24-pounders in the bow, two 12-pound carronades, and two 4-pound swivels, with a considerable number of men on board. A heavy fire was kept up from this Vessel as the boats approached the convoy; notwithstanding which, they gallantly persevered, and succeeded in capturing four of them. Finding the Eurydice was closing fast with the armed Vessel, they desisted, till, under fire of the Ship, they might attack her with greater advantage; and from her appearing of too great a force for the boats to attack without some Vessel covering them, I was induced to run the Eurydice closer in than I otherwise should have done; and in the act of luffing up, to let go my anchor, unfortunately took ground on a shoal about half a mile from the main land. Owing, however, to the very great assistance I received from Captain Thomas, of the Aëna Bomb, and, in a great measure, owing to the situation she

was placed in, and his exertions afterwards, the *Eurydice* was soon aloft again. I find the armed Vessel is a Privateer, from Cadix bound to Moquev, to purchase wine for their fleet. She had been three days out when captured, called la *Salud*, Captain Don Augustin Larodi. Great praise is due to Lieutenant Green, First of the *Eurydice*, and the Officers and men under him, for their exertions in getting off the Privateer, and gallant manner in which they attacked the convey before the *Eurydice* closed with them. I enclose your Lordship a list of Vessels captured, &c. since the 23d instant; and remain, &c.

Right Hon. Lord Nelson, K. B., &c. &c.

W. HOSTE.

An Account of Ships of War and Merchantsmen captured and detained by His Majesty's Ship Eurydice, William Hoste, Esq., Captain, between the 3d and 24th of October, 1805.

A Spanish Settee (name unknown), laden with fruit: run on shore and bilged, on the 5th of October, 1805, off the river Moquev, the crew having deserted.

A Spanish Settee (name unknown), laden with part charcoal: run on shore and bilged, on the same day, off ditto, the crew having deserted.

Spanish Mestuo la *Solidad*, Don A. Lorodi, Captain, of six guns, from Cadix bound to Lorodi; captured by Mr. Coy, Master's Mate of the *Eurydice*, on the 6th of October, 1805, off ditto, the crew having deserted.

A Spanish Settee (name unknown), from St. Lucie, laden with wine; captured by the *Æta* on the same day, off ditto, the crew having deserted.

A French Settee (name unknown), from St. Lucie, laden with wine: captured by Thomas Turner, Quarter-Master, on the same day, off ditto, the crew having deserted.

W. HOSTE, Captain.

GAZETTE EXTRAORDINARY.

NOVEMBER 11.

The letter, and its enclosures, of which the following are copies, were received at this Office last night, from Captain (now Rear-Admiral) Sir Richard John Strachan, Bart., Commander of His Majesty's Ship the *Cæsar*, addressed to William Marsden, Esq.

SIR,

Cæsar, November 7, 1805.

The accompanying copy of a letter, addressed to the Honourable Admiral Cornwallis, I request you will be pleased to lay before the Lords Commissioners of the Admiralty, with my apology for the hasty manner in which it is written.

I have the honour to be, &c. R. J. STRACHAN.

*Cæsar, west of Rochefort 264 miles,
Nov. 4, 1805, wind S.E.*

SIR,

Being off Kermel, working to the westward, with the wind westerly, on the evening of the 3d we observed a Frigate in the N.W. making signals; made all sail to join her before night, and followed by the Ships named in the margin*, we came up with her at eleven at night; and at the moment she joined us, we saw six large Ships near us. Captain Baker informed me he had been chased by the Rochefort squadron, then close to leeward of us. We were delighted. I desired him to tell the Captains of the Ships of the line astern to follow me, as I meant to engage them directly; and immediately bore away in the *Cæsar* for the purpose, making all the signals I could, to indicate our movements to our Ships; the moon enabled us to see the enemy bear away in a line abreast, closely formed; but we lost sight of them when it set, and I was obliged to reduce our sails, the *Héro*, *Courageux*, and *Æolus*, being the only Ships we could see. We continued steering to the E.N.E. all night, and in the morning observed the *Santa Margarita* near us; at nine we discovered the enemy of four sail of the line in the N.E. under all sail. We had also every thing set, and came up with them fast; in the evening we observed three sail astern; and the *Phoenix* spoke me at night. I found that active Officer, Captain Baker, had delivered my orders, and I sent him to

* *Cæsar, Héro, Courageux, and Namur.*

Nellona, Æolus, Santa Margarita, far to leeward in the south-east.

to assist the Santa Margarita in feeding up to the enemy. At day-light we were near them, and the Santa Margarita had begun in a very gallant manner to fire upon their rear, and was soon joined by the Phoenix.

A little before noon, the French finding an action unavoidable, began to take in their small sails, and form in a line, bearing on the starboard tack; we did the same; and I communicated my intentions, by hailing to the Captains, "that I should attack the centre and rear," and at noon began the battle: in a short time the van Ship of the enemy tacked, which almost directly made the action close and general; the Namur joined soon after we tacked, which we did as soon as we could get the Ships round, and I directed her by signal to engage the van; at half past three the action ceased, the enemy having fought to admiration, and not surrendering till their Ships were unmanageable. I have returned thanks to the Captains of the Ships of the line and the Frigates, and they speak in high terms of approbation of their Officers and Ships' companies. If any thing could add to the good opinion I had already formed of the Officers and crew of the Cesar, it is their gallant conduct in this day's battle. The enemy have suffered much, but our Ships not more than is to be expected on these occasions. You may judge of my surprise, Sir, when I found the Ships we had taken were not the Rochefort Squadron, but from Cadix.

I have the honour to be, &c.

R. J. STRACHAN.

*Hon. William Cornwallis, Admiral of the White,
and Commander in Chief, &c. &c. &c.*

FIRST LINE.—STARBOARD TACK.

<i>British Line.</i>	<i>French Line.</i>
Cesar.....80 Guns,	Duguay Trouin, of 74 guns, Captain Trouillet.
Hero.....74 —	Formidable, of 80 guns, Rear-Admiral Dumasboir.
Courageux....74 —	Mont Blanc, of 74 guns, Captain Villegrey.
	Scipion, of 74 guns, Captain Barouger.

SECOND LINE.—LARBOARD TACK.

When the Namur joined.

<i>British Line</i>	<i>French Line.</i>
Hero, of 74 guns, Honourable Captain Gardacr.	Duguay Trouin.
Namur, of 74 guns, Captain Halsted.	Formidable.
Cesar, of 80 guns, Sir Richard J. Strachan.	Mont Blanc.
Courageux, of 74 guns, Captain Lee.	Scipion.

N. B. The Duguay Trouin and Scipion totally dismantled; the Formidable and Mont Blanc have their foremasts standing.

Our Frigates—Santa Margarita, Eolus, Phoenix, and Revolutionnaire.

The Revolutionnaire joined at the time the Namur did, but, with the rest of our Frigates, in consequence of the French tacking, were to leeward of the enemy.

I do not know what is become of the Bellona, or the other two sail we saw on the night of the 2d instant.

The reports of damage, killed, and wounded, have not been all received. The enemy have suffered much.

NOVEMBER 12.

Copy of a Letter from the Honourable William Cornwallis, Admiral of the Red, &c., to William Marsden, Esq.; dated Ville de Paris, at Sea, the 4th Nov., 1805.

SIR,

I send the enclosed letter for the information of the Lords Commissioners of the Admiralty, dated the 8th of last month, now received from the Hon. Charles E. Fleming, Captain of His Majesty's Ship Egyptienne, making known to me, that he had fallen in with, and captured, on the night of the 2d, the French national Brig, l'Acton, of 16 guns, and 126 men.

The Egyptienne having seen her prize near Plymouth, returned to her station.

I have the honour to be, &c.

W. CORNWALLIS.

His Majesty's Ship Egyptienne, Plymouth Sound,
8th October, 1805.

SIR,
I have the honour to acquaint you, that His Majesty's Ship under my command, captured, on the night of the 3d instant, the French Imperial Brig, l'Acteon, of 16 guns, and 126 men, two hours after she left the anchorage off Rochelle.

Having in the morning reconnoitred the port of Rochefort, in pursuance of your orders, and perceiving l'Acteon apparently ready for sea, in a situation where I thought it practicable to bring her out, I resolved to accept of the very handsome offer of Lieutenant Handfield to make the attempt, and stood off to the N.W. till sun-set. At eight P.M. returned into the Pertuis d'Antioche, intending to anchor in the Rade de Basque, to support the boats which were prepared for this enterprise, when the Brig was perceived, under all sail, outside, and fell into our possession after a short chase.

L'Acteon was commanded by Monsieur Depoge, Capitaine de Frégate; and had on board a Colonel and some recruits, with arms and cloathing for a regiment in the West Indies. I have the honour to be, &c.

The Hon. Admiral Cornwallis, &c. &c. &c.

C. E. FLEMING.

Copy of a Letter from Rear-Admiral Sir Richard John Strachan, Bart., to William Marsden, Esq.; dated on board His Majesty's Ship the Cesar, off Falmouth, the 8th Instant.

SIR,
Not having the returns when the *Æolus* left us, and now having occasion to send in the *Santa Margarita* to procure Pilots to take the French Ships into harbour, I transmit you the returns of killed and wounded in the action of the 4th; and also a copy of the thanks alluded to in my letter, which I request you will communicate to their Lordships.

I dare say their Lordships will be surprised that we have lost so few men. I can only account for it from the enemy firing high, and we closing suddenly.

I have the honour to be, &c.

R. J. STRACHAN.

I have as yet no very correct account of the loss of the enemy, or of their number of men.

The *Mont Blanc* had seven hundred; sixty-three killed, and ninety-six wounded, mostly dangerous.

The *Scipion*, one hundred and eleven killed and wounded.

The French Admiral, Monsieur Dumanoir le Pelley, wounded; the Captain of the *Duguay Trouin* killed, and second Captain wounded.

A List of the Killed and Wounded in His Majesty's Ships under mentioned, in Action with a French Squadron on the 4th of November, 1805.

Cesar—4 killed and 25 wounded.

Hero—10 killed and 51 wounded.

Courageux—1 killed and 13 wounded.

Namur—4 killed and 8 wounded.

Santa Margarita—1 killed and 1 wounded.

Revolutionnaire—2 killed and 6 wounded.

Phoenix—2 killed and 4 wounded.

Æolus—3 wounded.

Total.—24 killed and 111 wounded.—135.

OFFICERS KILLED.

Hero—Mr. Morrison, second Lieutenant of Marines.

Santa Margarita—M. Thomas Edwards, Boatswain.

OFFICERS WOUNDED.

Hero—Lieutenant Skelcl; Mr. Titterton and Mr. Stephenson, second Lieutenants of Marines.

Courageux—Mr. R. Clepbane, first Lieutenant; / Mr. Daws, Master's Mate; Mr. Bard, Midshipman; and Mr. Austin, Gunner.

Namur—William Clements, Captain of Marines; Thomas Osborne, second Lieutenant; and Frederick Beasley, Midshipman.

R. J. STRACHAN.

GENERAL MEMORANDUM.

Cesar, at Sea, November 6, 1805.

Having returned thanks to Almighty God for the victory obtained over the French squadron, the senior Captain begs to make his grateful acknowledgments for the support he has received from the Ships of the line and the Frigates; and requests the Captains will do him the honour to accept his thanks, and communicate to their respective Officers and Ships' companies how much he admires their zealous and gallant conduct.

R. J. STRACHAN,

To the respective Captains and Commanders.

NOVEMBER 16.

Copy of a Letter from the Right Honourable Lord Collingwood, Vice-Admiral of the Red, &c. &c. to William Marsden, Esq., dated on board the Euryalus, off Cadiz, October 28, 1805.

SIR,

Since my letter to you of the 24th, stating the proceedings of His Majesty's squadron, our situation has been the most critical, and our employment the most arduous, that ever a fleet was engaged in. On the 4th and 25th it blew a most violent gale of wind, which completely dispersed the Ships, and droye the captured hulls in all directions.

I have since been employed in collecting and destroying them, where they are at anchor upon the coast between Cadiz and six leagues westward of San Lucar, without the prospect of saving one to bring into port.

I mentioned in my former letter the joining of the *Donnegal* and *Melpomene*, after the action; I cannot sufficiently praise the activity of their Commanders, in giving assistance to the squadron in destroying the enemy's Ships.

The *Defiance*, after having stuck to the *Aigle* as long as it was possible, in hope of saving her from wreck, which separated her for some time from the squadron, was obliged to abandon her to her fate, and she went on shore.

Captain Durham's exertions have been very great.

I hope I shall get them all destroyed by to-morrow, if the weather keeps moderate.

In the gale the *Royal Sovereign* and *Mars* lost their foremasts, and are now rigging anew, where the body of the squadron is at anchor to the N. W. of San Lucar.

I find that on the return of *Gravina* to Cadiz he was immediately ordered to sea again, and came out, which made it necessary for me to form a line, to cover the disabled hulls—that night it blew hard, and his Ship, the *Prince of Asturias*, was dismasted, and returned into port; the *Rayo* was also dismasted, and fell into our hands; Don Enrique M'Donel had his broad pendant in the *Rayo*, and from him I find the *Santa Anna* was driven near Cadiz and towed in by a Frigate.

I am, Sir, &c. &c. &c.

C. COLLINGWOOD.

P. S. I enclose a list of the killed and wounded, as far as I have been able to collect it.

Abstract of the Names and Qualities of the Officers and Petty Officers killed and wounded on board the British Ships in the Action with the Combined Fleets of France and Spain, October 21, 1805.

KILLED.

Royal Sovereign—Brice Gilliland, Lieutenant; William Chalmers, Master; Robert Green, Second Lieutenant of the Royal Marines; John Ackenhead and Thomas Braund, Midshipmen.

Dreadnought, none.

Mars—George Duff, Captain; Alexander Duff, Master's Mate; Edward Corbyn and Henry Morgan, Midshipmen.

Minotaur, none.

Revenge—Mr. Grier and Mr. Brooks, Midshipmen.

Leviathan, none.—*Ajax*, none.—*Defence*, none.

Defiance—Thomas Simens, Lieutenant; William Forster, Boatswain; James Williamson, Midshipman.

WOUNDED.

Royal Sovereign—John Clavell and James Rashford, Lieutenants; James Levesconte, Second Lieutenant of Royal Marines; William Watson, Master's Mate; Gilbert Kennicott, Greenville Thompson, John Farrant, and John Campbell, Midshipmen; Isaac Wilkinson, Boatswain.

Dreadnought—James L. Lloyd, Lieutenant; Andrew McCulloch and James Sabin, Midshipmen.

Mars—Edward William Garrett and James Black, Lieutenants; Thomas Cook, Master; Thomas Norman (2), Captain of Royal Marines; John Yonge, George Guiren, William John Cooke, John Jenkins, and Alfred Luckcraft, Midshipmen.

Minotaur—James Robinson, Boatswain; John Samuel Smith, Midshipman.

Revenge—Robert Moorsom, Captain (slightly); John Berry, Lieutenant; Luke Brokenshaw, Master; Peter Lily, Captain of Royal Marines.

Leviathan—T. W. Watson, Midshipman (slightly).

Ajax, none.—*Defence*, none.

Defiance—P. C. Durham, Captain (slightly); James Spratt and Robert Brown, Master's Mates; John Hodge and Edmund Andrew Chapman, Midshipmen.

C. COLLINGWOOD.

A Return of the Killed and Wounded on board the respective Ships composing the British Squadron under the Command of the Right Honourable Lord Viscount Nelson, K. B., Vice-Admiral of the White, &c. &c. in the Action with the Combined Fleets of France and Spain, 21st of October, 1805.

Victory, not received.

Royal Sovereign—3 Officers, 2 Petty Officers, and 42 Seamen and Marines, killed; 3 Officers, 5 Petty Officers, and 56 Seamen and Marines, wounded.—Total, 141.

Britannia, not received.—*Temeraire*, not received.—*Prince*, not received.—*Neptune*, not received.

Dreadnought—7 Seamen and Marines, killed; 1 Officer, 2 Petty Officers, and 23 Seamen and Marines, wounded.—Total, 33.

Mars—1 Officer, 3 Petty Officers, and 25 Seamen and Marines, killed; 4 Officers, 5 Petty Officers, and 60 Seamen and Marines, wounded.—Total, 98.

Bellerophon—2 Officers, 1 Petty Officer, and 24 Seamen and Marines, killed; 2 Officers, 4 Petty Officers, and 117 Seamen and Marines, wounded.—Total, 150.

Minotaur—3 Seamen and Marines, killed; 1 Officer, 1 Petty Officer, and 20 Seamen and Marines, wounded.—Total, 25.

Revenge—2 Petty Officers, and 26 Seamen and Marines, killed; 4 Officers and 47 Seamen and Marines, wounded.—Total, 79.

Leviathan—4 Seamen and Marines, killed; 1 Petty Officer and 21 Seamen and Marines, wounded.—Total, 26.

Ajax—2 Seamen and Marines, killed; 9 Seamen and Marines, wounded.—Total, 11.

Agamemnon, not received.—*Spartiate*, not received.—*Africa*, not received.—*Bellerophon*, not received.—*Colossus*, not received.—*Achille*, not received.—*Palæphus*, not received.—*Swiftsure*, not received.

Defence—7 Seamen and Marines, killed; 29 Seamen and Marines, wounded.—Total, 36.

Defiance—2 Officers, 1 Petty Officer, and 14 Seamen and Marines, killed; 1 Officer, 4 Petty Officers, and 48 Seamen and Marines, wounded.—Total, 70.

C. COLLINGWOOD.

Copy of a Letter from the Honourable William Cornwallis, Admiral of the Red, &c. to William Marsden, Esq.; dated Ville de Paris, off Ushant, the 9th of November, 1805.

SIR,

I enclose, for the information of their Lordships, the copy of a letter to me from Captain Wolfe, giving an account of an attack made on the *Aigle* by some Spanish Gun-boats in Vigo Bay.

I have the honour to be, &c.

W. CORNWALLIS.

SIR,

Aigle, November 8, 1805.

Being becalmed in Vigo Bay, on the 28th of September last, at eight A. M., a squadron of nine Spanish Gun-boats attacked His Majesty's Frigate under my command. At nine a breeze sprung up: reversed their attack into a hasty retreat; but, from their proximity to the shore, we only captured one of them, carrying a long 24-pounder, commanded by Don Joseph Maria Galon, four artillery-men, and twenty-four seamen. The *Aigle* sustained no other damage than a few shot through the sails.

I am, &c.

The Honourable Admiral Cornwallis,

GEO. WOLFE.

4c. 4c. 4c.

Copy of a Letter from the Right Honourable Lord Keith, K. B., Admiral of the White, &c., to William Marsden, Esq.; dated on board the Edgar, off Ramsgate, 14th of November, 1805.

SIR,

I have with transmit, for their Lordships' information, a copy of a letter which I have received from Capt. Hancock, of His Majesty's Sloop the *Cruiser*, reporting the capture of *le Vengeur* French Privateer, one of the enemy's Cruisers that have lately infested the coast from Leostoffe towards the Galloper.

I have the honour to be, &c.

KEITH.

*His Majesty's Sloop Cruiser, in the Downs,
13th of November, 1805.*

MY LORD,

I have the honour to acquaint your Lordship, that last night, at seven P. M., stretching across from the North Sand Head to resume my station off Flushing, we fell in with two Luggers, which suffered us to approach them quite close. One of them was, at this time, in the act of boarding a Brig to windward, within gunshot; and the other ran athwart our bow, within hail, for the purpose of boarding us to leeward, taking us for a Merchant Vessel. This being the largest, I made my first object, and, after a chase of two hours, all the time within musket-shot, and under fire of our bow-guns and muskets, I had the good fortune to bring down her main-topsail and main-lugsail, when she struck, and proved to be *le Vengeur* French Privateer Lugger, of fourteen guns and fifty-six men, commanded by Jean Augustin Hirrel, two days out from Boulogne, and had, on the afternoon of the day on which he was captured, taken two Swedish Brigs, one laden with salt, from Liverpool; the other from Boston in Lincolnshire, in ballast. She is a beautiful new Lugger, and esteemed the fastest sailing Vessel out of France.

I have, &c.

Admiral Lord Keith, K. B. &c., &c., &c.

JOHN HANCOCK.

Copies of four Letters (and Enclosures) from the Honourable Rear-Admiral Cochrane, Commander in Chief of His Majesty's Ships and Vessels at the Leeward Islands, to William Marsden, Esq.

SIR,

*His Majesty's Ship the Northumberland,
Carlisle Bay, 23d of June, 1805.*

I beg leave to inform the Lords Commissioners of the Admiralty, a letter from Captain Rose, of His Majesty's Ship *Circe*, gives an account of the capture of *la Constance* Schooner Privateer from Guadaloupe. This is the same Vessel formerly taken by the *Circe* off the Coast of Spain, but recaptured to windward of this island; she had just left Guadaloupe, and her trim was not known; she is a remarkable fine Vessel.

I am, &c.

A. COCHRANE.

*Ramilies, Carlisle Bay, Barbadoes,
September 4, 1805.*

SIR,

I beg leave to enclose the copy of a letter from Lieutenant Peter, commanding His Majesty's armed Sloop *Dominica*, giving an account of the capture of a small Privateer; and by the postscript of a letter I have just received from the President of *Dominica*, he was in sight from that island with a Schooner he had also captured.

I have the honour to be, &c.

A. COCHRANE.

*His Majesty's Armed Sloop Dominica,
Roseau, August 14, 1805.*

SIR,
On the evening of the 11th instant, (Scott's Head bearing N. E. two leagues,) His Majesty's armed Sloop under my command captured a small Row-boat, named l'Hazard, armed with musketry, having on board only fourteen men. Three days from Point-à-Petre, without having made a capture.

I have the honour to be, &c.

R. PETER.

Rear-Admiral the Honourable A. Cochrane.

*Ramilies, Carlisle Bay, Barbadoes,
September 4, 1805.*

SIR,
The enclosed copy of a letter from Captain Clinch, of His Majesty's Sloop Osprey, gives an account of his having captured the Teaser, a French privateer of seven guns and fifty-one men.

I have the honour to be, &c.

A COCHRANE.

*His Majesty's Sloop Osprey, Carlisle Bay,
Barbadoes, August 25, 1805.*

SIR,
I have the honour to acquaint you of my having fallen in with a French Privateer Schooner on the 17th of May last, the Island of Bermuda bearing south, distant five or six leagues, which, after a chase of five hours, I captured. She proved to be the Teaser, of seven guns and fifty-one men, belonging to Guadaloupe, commanded by Joseph Ratisque, who was badly wounded by a grape-shot. Out on a three months' cruise, and had made seven captures, mostly Droggers. During the chase she hove two of her guns overboard.

I have the honour to be, &c.

TIMOTHY CLINCH.

Rear-Admiral the Hon. A. Cochrane.

*Northumberland, Carlisle Bay, Barbadoes,
September 13, 1805.*

SIR,
I enclose, for the information of the Lords Commissioners of the Admiralty, a copy of a letter from Lieutenant Robert Peter, commanding His Majesty's armed Sloop Dominica, (whose exertions and activity entitle him to great credit,) giving an account of the capture of two small Privateers.

I have the honour to be, &c.

A. COCHRANE.

*His Majesty's Armed Sloop Dominica,
off Roseau, Sept. 5, 1805.*

SIR,
I have the honour to inform you, His Majesty's armed Sloop Dominica, under my command, captured on the 25th ultimo, after a chase of some hours, under the lee of this island, la Ravanche, a French Row-boat Privateer, mounting a twelve-pounder carronade in the bow, and several swivels; having on board at the time of capture but fifteen men. She had been eight weeks from Guadaloupe, and had taken three small Vessels.

Also, on 2d instant, at eight A. M., the Saints bearing N. E. by E. distant about five leagues, another Row-boat, named la Prudente, having got within reach of the Dominica's guns without discovering her to be an armed Vessel, it being calm. I dispatched Mr. Jackson, Midshipman, with eight men, all volunteers, to attack her in the boat, at the same time annoying her in her retreat by a fire of grape and cannister from the Sloop. At ten, when about two leagues from us, the boat came up with her, and, after exchanging a few volleys of musketry, the enemy struck. She was one day from the Saints, having on board sixteen men, well equipped. I am happy to say, that only one man was hurt on the occasion, James Morgan, whose collar-bone was broke.

I have the honour to be, &c.

ROBERT PETER.

The Honourable Rear-Admiral Cochrane, &c. &c. &c.

NOVEMBER 26.

Copy of a Letter from the Honourable William Cornwallis, Admiral of the Red, &c., to William Marsden, Esq.; dated Ville de Paris, at Sea, the 17th November, 1805.

SIR,

I have the honour to send, to be communicated to my Lords Commissioners of the Admiralty, a duplicate letter which I have now received from Captain Gosselein, of the *Latona*, making known to me the capture of the Spanish Privateer therein mentioned, by that Ship.

I have the honour to be, &c.

W. CORNWALLIS.

*Latona, Lat. 44 Deg. N., Long. 4 Deg. W.,
22d October, 1805.*

SIR,

I have the honour to acquaint you, that His Majesty's Ship under my command has this day captured the Spanish Privateer Ketch *Amphion*, carrying twelve guns, and manned with seventy men; three days out from St. Sebastian.

I have the honour to be, &c.

*The Hon. William Cornwallis, Admiral
of the Red, &c. &c. &c.*

T. L. M. GOSSELIN.

GAZETTE EXTRAORDINARY.

NOVEMBER 27.

Copy of a Letter received last Night by the Honourable Captain Blackwood, from Vice-Admiral Lord Collingwood, Commander in Chief of His Majesty's Ships and Vessels in the Mediterranean, to William Marsden, Esq.; dated on board His Majesty's Ship the Queen, off Cape Trafalgar, November 4, 1805.

SIR,

On the 28th ultimo I informed you of the proceedings of the squadron to that time. The weather continuing very bad, the wind blowing from the S.W., the squadron not in a situation of safety, and seeing little prospect of getting the captured Ships off the land, and great risk of some of them getting into port, I determined no longer to delay the destroying them, and to get the squadron out of the deep bay.

The extraordinary exertion of Captain Capel, however, saved the French *Swiftsure*; and his Ship the *Phœbe*, together with the *Donegal*, Captain Malcolm, afterwards brought out the Bahama. Indeed, nothing can exceed the perseverance of all the Officers employed in this service. Captain Hope rigged and succeeded in bringing out the *Ildefonso*; all of which will, I hope, have arrived safe at Gibraltar. For the rest, Sir, I enclose you a list of all the enemy's fleet, which were in the action, and how they are disposed of, which, I believe, is perfectly correct.

I informed you, in my letter of the 28th, that the remnant of the enemy's fleet came out a second time to endeavour, in the bad weather, to cut off some of the Hulks, when the *Rayo* was dismasted, and fell into our hands; she afterwards parted her cable, went on shore, and was wrecked. The *Indomptable*, one of the same squadron, was also driven on shore, wrecked, and her crew perished.

The *Santa Anna* and *Algeziras* being driven near the shore of Cadiz, got such assistance as has enabled them to get in; but the ruin of their fleet is as complete as could be expected, under the circumstances of fighting them close to their own shore. Had the battle been in the ocean, still fewer would have escaped. Twenty sail of the line are taken or destroyed; and of those which got in, not more than three are in a repairable state for a length of time.

Rear-Admiral Louis in the *Canopus*, who had been detached with the *Queen*, *Spencer*, and *Tigre*, to complete the water, &c. of these Ships, and to see the convoy in safety a certain distance up the Mediterranean, joined me on the 30th.

In clearing the captured Ships of prisoners, I found so many wounded men, that to alleviate human misery as much as was in my power, I sent to the Marquis de Solana, Governor-General of Andalusia, to offer him the wounded to the

care of their country, on receipts being given: a proposal which was received with the greatest thankfulness; not only by the Governor, but the whole country resounds with expressions of gratitude. Two French Frigates were sent out to receive them, with a proper Officer to give receipts, bringing with them all the English who had been wrecked in several of the Ships, and an offer from the Marquis de Solana of the use of their hospitals for our wounded, pledging the honour of Spain for their being carefully attended.

I have ordered most of the Spanish prisoners to be released; the Officers on parole; the men for receipts given; and a condition that they do not serve in war, by sea or land, until exchanged.

By my correspondence with the Marquis, I found that Vice-Admiral d'Aliva was not dead, but dangerously wounded; and I wrote to him a letter, claiming him as a prisoner of war: a copy of which I enclose, together with a state of the Flag Officers of the combined fleet.

I am, &c. C. COLLINGWOOD.

A List of the Combined Fleets of France and Spain in the Action of 21st October, 1805, off Cape Trafalgar, showing how they are disposed of.

- + (1) Spanish Ship San Ildefonso, of 74 guns, Brigadier Don Joseph de Vargas; sent to Gibraltar.
- + (2) Spanish Ship San Juan Nepomuceno, of 74 guns, Brigadier Don Cosme Churruena; sent to Gibraltar.
- + (3) Spanish Ship Bahama, of 74 guns, Brigadier Don A. D. Galiano; sent to Gibraltar.
- + (4) French Ship Swiftsure, of 74 guns, Monsieur Villenadria; sent to Gibraltar.
- (5) Spanish Ship Monarca, of 74 guns, Don Jeodoro Argumosa; wrecked off San Lucar.
- (6) French Ship Fougex, of 74 guns, Monsieur Beaudouin; wrecked off Trafalgar; all perished, and thirty of the Temeraire's men.
- (7) French Ship Indomptable, of 84 guns, Monsieur Hubert; wrecked off Rota; all perished.
- (8) French Ship Bucentaure, of 80 guns, Admiral Villeneuve, Commander in Chief; Captains Prigny and Majendie; wrecked on the Porques; some of the crew saved.
- (9) Spanish Ship San Francisco de Asis, of 74 guns, Don Luis de Flores; wrecked near Rota.
- (10) Spanish Ship El Rayo, of 100 guns, Brigadier Don Henrique Macdonel; wrecked near San Lucar.
- (11) Spanish Ship Neptuno, of 84 guns, Brigadier Don Cayetano Valdes; wrecked between Rota and Catolina.
- (12) French Ship Argonaute, of 74 guns, Monsieur Epron; on shore in the port of Cadiz.
- + (13) French Ship Berwick, of 74 guns, Monsieur Camas; wrecked to the northward of San Lucar.
- + (14) French Ship Aigle, of 74 guns, Monsieur Gourrege; wrecked near Rota.
- (15) French Ship Achille, of 74 guns, Monsieur de Nieuport; burnt during the action.
- (16) French Ship Intrepide, of 74 guns, Monsieur Infarnet; burnt by the Britannia.
- (17) Spanish Ship San Augustin, of 74 guns, Brigadier Don Felipe X. Cagigal; burnt by the Leviathan.
- (18) Spanish Ship Santissima Trinidad, of 140 guns, Rear-Admiral Don Baltazar H. Cisneros; Brigadier Don F. Uriarte; sunk by the Prince, Neptune, &c.
- (19) French Ship Redoubtable, of 74 guns, Monsieur Lucas; sunk astern of the Swiftsure; Temeraire lost thirteen, and Swiftsure five men.
- + (20) Spanish Ship Argonauta, of 80 guns, Don Antonio Parejo; sunk by the Ajax.
- + (21) Spanish Ship Santa Anna, of 112 guns, Vice-Admiral Don Ignatio d'Aliva; Captain Don Joseph de Gardoqui; taken, but got into Cadiz in the gale, dismasted.

- (22.) French Ship *Algeiras*, of 74 guns, Rear-Admiral Magon (killed); Captain Monsieur *Brevo*; taken, but got into Cadiz in the gale, dismasted.
 (23.) French Ship *Pluton*, of 74 guns, Monsieur *Cosmao*; returned to Cadiz in a sinking state.
 (24.) Spanish Ship *San Juste*, of 74 guns, Don Miguel Gaston; returned to Cadiz; has a foremast only.
 (25.) Spanish Ship *San Leandro*, of 64 guns, Don Joseph de Quevedo; returned to Cadiz dismasted.
 (26.) French Ship *Neptune*, of 84 guns, Monsieur *Maistral*; returned to Cadiz, and perfect.
 (27.) French Ship *Heros*, of 74 guns, Monsieur *Poulain*; returned to Cadiz, lower masts in, and Admiral *Rossilie's* flag on board.
 (28.) Spanish Ship *Principe d'Asturias*, of 112 guns, Admiral Don F. *Gravina*; Don Antonio *Escano*, &c.; returned to Cadiz dismasted.
 (29.) Spanish Ship *Montanez*, of 74 guns, Don Francisco *Alcedo*; returned to Cadiz.
 (30.) French Ship *Formidable*, of 80 guns, Rear-Admiral *Dumanoir*; hauled to the southward, and escaped.
 (31.) French Ship *Mont Blanc*, of 74 guns, Monsieur le *Villegries*; hauled to the southward, and escaped.
 (32.) French Ship *Scipion*, of 74 guns, Monsieur *Berenger*; hauled to the southward, and escaped.
 (33.) French Ship *Duguay Trouin*, of 74 guns, Monsieur *Toufflet*; hauled to the southward, and escaped.

N. B. The four last-mentioned Ships were captured by Sir Richard Strachan on the 4th November.

ABSTRACT.

At Gibraltar.....	4
Destroyed	16
In Cadiz, wrecks.....	6
In Cadiz, serviceable	3
Escaped to the southward	4
Total	33

A List of the Names and Rank of the Flag Officers of the Combined Fleets of France and Spain in the Action of the 21st of October, 1805.

Admiral Villeneuve, Commander in Chief; Bucentaure—Taken.

Admiral Don Federico *Gravina*; Principe d'Asturias—Escaped, in Cadiz, wounded in the arm.

Vice-Admiral Don *Ignatio Maria d'Aliva*; Santa Anna—Wounded severely in the head, taken, but was driven into Cadiz in the Santa Anna.

Rear-Admiral Don *Baltazar Hidalgo Cisneros*; Santissima Trinidad—Taken.

Rear-Admiral *Magon*; *Algeiras*—Killed.

Rear-Admiral *Dumanoir*; *Formidable*—Escaped.

MY LORD MARQUIS, *Euryalus, off Cadiz, October 27, 1805.*

A great number of Spanish subjects having been wounded in the late action between the British and the combined fleets of Spain and France, on the 21st instant, humanity, and my desire to alleviate the sufferings of these wounded men, dictate to me to offer to your Excellency their enlargement, that they may be taken proper care of in the hospitals on shore, provided your Excellency will send boats to convey them, with a proper Officer to give receipts for the number, and acknowledge them in your Excellency's answer to this letter, to be prisoners of war, to be exchanged before they serve again.

I beg to assure your Excellency of my high consideration, and that

I am, &c.

C COLLINGWOOD.

To his Excellency the Marquis de Solana,
 Captain-General of Andalusia, Governor,
 &c. &c. Cadiz.

CONDITIONS on which the Spanish wounded Prisoners were released, and sent on Shore to the Hospital.

I Guillame Valverde, having been authorised and empowered by the Marquis de Solana, Governor-General of Andalusia and of Cadiz, to receive from the English squadron the wounded prisoners, and such persons as may be necessary to their care, which release, and enlargement of the wounded, &c. is agreed to, on the part of the Commander in Chief of the British squadron, on the positive condition, that none of the said prisoners shall be employed again, in any public service of the crown of Spain, either by sea or land, until they are regularly exchanged.

Signed on board His Britannic Majesty's Ship *Euryalus*, at Sea, 30th October, 1805.

GUILL. DE VALVERDE,
Edecan de S. E.

SIR,

Euryalus, off Cadiz, October 30, 1805.

It is with great pleasure that I have heard the wound you received in the action is in a hopeful way of recovery, and that your country may still have the benefit of your future service.

But, Sir, you surrendered yourself to me, and it was in consideration only of the state of your wound, that you were not removed into my Ship. I could not disturb the repose of a man supposed to be in his last moments; but your sword, the emblem of your service, was delivered to me by your Captain, and I expect that you consider yourself a prisoner of war, until you shall be regularly exchanged by cartel.

I have the honour to be, &c.

C. COLLINGWOOD.

To Vice-Admiral Don Ignacio Maria D'Aliva.

Sent under Cover to Admiral Gravina.

An Abstract of the Killed and Wounded on board the respective Ships composing the British Squadron under the Command of the Right Honourable Vice-Admiral Lord Viscount Nelson in the Action of the 21st of October 1805, off Cape Trafalgar, with the Combined Fleets of France and Spain.

Victory—4 Officers, 3 Petty Officers, 32 Seamen, and 18 Marines, killed; 4 Officers, 3 Petty Officers, 59 Seamen, and 9 Marines, wounded.—Total, 132.

Royal Sovereign—3 Officers, 2 Petty Officers, 29 Seamen, and 13 Marines, killed; 3 Officers, 5 Petty Officers, 70 Seamen, and 16 Marines, wounded.—Total, 141.

Britannia—1 Officer, 8 Seamen, and 1 Marine, killed; 1 Officer, 1 Petty Officer, 33 Seamen, and 7 Marines, wounded.—Total, 52.

Temeraire—3 Officers, 1 Petty Officer, 35 Seamen, and 8 Marines, killed; 3 Officers, 2 Petty Officers, 59 Seamen, and 12 Marines, wounded.—Total, 123.

Prince, none.

Neptune—10 Seamen, killed; 1 Petty Officer, 30 Seamen, and 3 Marines, wounded.—Total, 44.

Dreadnought—6 Seamen and 1 Marine, killed; 1 Officer, 2 Petty Officers, 19 Seamen, and 4 Marines, wounded.—Total, 33.

Tonnant, not received.

Mars—1 Officer, 3 Petty Officers, 17 Seamen, and 8 Marines, killed; 4 Officers, 5 Petty Officers, 44 Seamen, and 16 Marines, wounded.—Total, 98.

Bellerophon—2 Officers, 1 Petty Officer, 20 Seamen, and 4 Marines, killed; 2 Officers, 4 Petty Officers, 97 Seamen, and 20 Marines, wounded.—Total, 150.

Minotaur—3 Seamen, killed; 1 Officer, 1 Petty Officer, 17 Seamen, and 3 Marines, wounded.—Total, 25.

Revenge—2 Petty Officers, 18 Seamen, and 8 Marines, killed; 4 Officers, 38 Seamen, and 9 Marines, wounded.—Total, 79.

Conqueror—2 Officers, 1 Seaman, killed; 2 Officers, 7 Seamen, wounded.—Total, 12.

Leviathan—2 Seamen, and 2 Marines, killed ; 1 Petty Officer, 17 Seamen, and 4 Marines, killed.—Total, 26.
Ajax—2 Seamen, killed ; 9 Seamen, wounded.—Total, 11.
Orion—1 Seaman, killed ; 2 Petty Officers, 17 Seamen, and 4 Marines, wounded.—Total, 24.
Agamemnon—2 Seamen, killed ; 7 Seamen, wounded.—Total, 9.
Spartiate—3 Seamen, killed ; 1 Officer, 2 Petty Officers, 16 Seamen, and 1 Marine, wounded.—Total, 23.
Africa—12 Seamen, and 6 Marines, killed ; 2 Officers, 5 Petty Officers, 30 Seamen, and 7 Marines, wounded.—Total, 62.
Belleisle—2 Officers, 1 Petty Officer, 22 Seamen, and 8 Marines, killed ; 3 Officers, 3 Petty Officers, 68 Seamen, and 19 Marines, wounded.—Total, 126.
Colossus—1 Officer, 31 Seamen, and 8 Marines, killed ; 5 Officers, 9 Petty Officers, 115 Seamen, and 31 Marines, wounded.—Total, 200.
Achille—1 Petty Officer, 6 Seamen, and 6 Marines, killed ; 2 Officers, 4 Petty Officers, 37 Seamen, and 14 Marines, wounded.—Total, 72.
Polyphemus—2 Seamen, killed ; 4 Seamen, wounded.—Total, 6.
Swiftsure—7 Seamen, and 2 Marines, killed ; 1 Petty Officer, 6 Seamen, and 1 Marine, wounded.—Total, 17.
Defence—4 Seamen, and 3 Marines, killed ; 23 Seamen, and 6 Marines, wounded.—Total, 36.
Thunderer—2 Seamen, and 2 Marines, killed ; 2 Petty Officers, 9 Seamen, and 1 Marine, wounded.—Total, 16.
Defiance—2 Officers, 1 Petty Officer, 8 Seamen, and 6 Marines, killed ; 1 Officer, 4 Petty Officers, 39 Seamen, and 9 Marines, wounded.—Total, 70.
 Total—21 Officers, 15 Petty Officers, 283 Seamen, and 104 Marines, killed ; 41 Officers, 57 Petty Officers, 870 Seamen, and 196 Marines, wounded.—Total, 1587.

C. COLLINGWOOD.

Return of the Names of the Officers and Petty Officers killed and wounded on board the Ships of the British Squadron in the Action with the Combined Fleets of France and Spain, off Cape Trafalgar, on the 21st October, 1805.

KILLED.

Victory—The Right Hon. Lord Viscount Nelson, K.B., Vice-Admiral of the White, Commander in Chief, &c. &c. &c. ; John Scott, Esq., Secretary ; Charles W. Adair, Captain Royal Marines ; William Ram, Lieutenant ; Robert Smith and Alexander Palmer, Midshipmen ; Thomas Whipple, Captain's Clerk.
Royal Sovereign—Brice Gilliland, Lieutenant ; William Chalmers, Master ; Robert Green, Second Lieutenant of Royal Marines ; John Aikenhead and Thomas Braund, Midshipmen.
Britannia—Francis Roskrige, Lieutenant.
Temeraire—Simeon Busigny, Captain of Royal Marines ; John Kingston, Lieutenant of Royal Marines ; Lewis Oades, Carpenter ; William Pitts, Midshipman.
Prince, none ; —*Neptune*, none ; —*Dreadnought*, none.
Tonnant—No return.
Mars—George Duff, Captain ; Alexander Duff, Master's Mate ; Edmund Corlyn and Henry Morgan, Midshipman.
Bellerophon—John Cooke, First Captain ; Edward Overton, Master ; John Simmens, Midshipman.
Minotaur, none.
Revenge—Thomas Grier and Edward F. Brooks, Midshipmen.
Conqueror—Robert Lloyd, and William M. St. George, Lieutenants.
Leviathan, none ; —*Ajax*, none ; —*Orion*, none ; —*Agamemnon*, none ; —*Spartiate*, none ; —*Africa*, none.
Belleisle—Ebenezer Geall, and John Woodin, Lieutenants ; George Nind, Midshipman.
Colossus—Thomas Scriven, Master.
Achille—Francis John Mugg, Midshipman.

Polyphemus, none;—*Swiftsure*, none;—*Defence*, none;—*Thunderer*, none.
Defiance—Thomas Simens, Lieutenant; William Forster, Boatswain; James Williamson, Midshipman.

WOUNDED.

Victory—John Pasco, and G. Miller Bligh, Lieutenants; Lewis B. Reeves, and J. G. Peake, Lieutenants of Royal Marines; William Rivers (slightly), G. A. Westphall, and Richard Buskeley, Midshipmen; John Geoghehan, Agent Victualler's Clerk.

Royal Sovereign—John Clavell, and James Bashford, Lieutenants; James le Vesconte, Second Lieutenant of Royal Marines; William Watson, Master's Mate; Gilbert Kennicott, Grenville Thompson, John Campbell, and John Farrant, Midshipmen; Lease Wilkinson, Boatswain.

Britannia—Stephen Trounce, Master; William Grint, Midshipman.

Temeraire—James Mould, Lieutenant; Samuel J. Payne, Lieutenant of Royal Marines; John Brooks, Boatswain; T. S. Price, Master's Mate; John Eastman, Midshipman.

Prince, None.

Neptune—Harrell, Captain's Clerk.

Dreadnought—James L. Lloyd (slightly), Lieutenant; Andrew McCallock, and James Saffin, Midshipmen.

Tonnant—No return.

Mars—Edward Garrett, and James Black, Lieutenants; Thomas Cook, Master; Thomas Norman, Second Captain of Royal Marines; John Yonge, George Guiren, William John Cook, John Jenkins, and Alfred Luckraft, Midshipmen.

Bellerophon—James Wemyss, Captain of Royal Marines; Thomas Robinson, Boatswain; Edward Hartley, Master's Mate; William N. Jewell, James Stone, Thomas Bant, and George Pearson, Midshipmen.

Minotaur—James Robinson, Boatswain; John Samuel Smith, Midshipman.

Revenge—Robert Moorson, Captain (slightly); Luke Brokenshaw, Master; John Berry, Lieutenant; Peter Lily (slightly), Captain of Royal Marines.

Conqueror—Thomas Wearing, Lieutenant of Royal Marines; Philip Mendel, Lieutenant of His Imperial Majesty's Navy (both slightly).

Leviathan—J. W. Watson, Midshipman (slightly).

Ajar, none.

Orion—Sause, C. P. Cable, Midshipmen; (both slightly).

Agamemnon, none.

Spartiate—John Clarke, Boatswain; ——— Bellairs and ——— Knapman, Midshipmen.

Africa—Matthew Hay, acting Lieutenant; James Tynmore, Captain of Royal Marines; Henry West, and Abraham Turner, Master's Mates; Frederick White (slightly), Philip J. Elmhurst, and John P. Bailey, Midshipmen.

Belleisle—William Terric, Lieutenant; John Owen, First Lieutenant of Royal Marines; Andrew Gibson, Boatswain; William Henry Pearson, and William Culfield, Master's Mates; Samuel Jago, Midshipman; J. T. Hodge, Volunteer, first class.

Colossus—James N. Morris, Captain; George Bully, Lieutenant; William Foster, acting Lieutenant; John Benson, Lieutenant of Royal Marines; Henry Milbank, Master's Mate; William Herringham, Frederick Thistlewayte (slightly), Thomas G. Reece, Henry Snellgrove, Rawden McLean, George Wharrie, Tom Renou, and George Denton, Midshipmen; William Adamson, Boatswain.

Achille—Parkins Prynn (slightly), and Josias Bray, Lieutenants; Palms Westroppe, Captain of Royal Marines; William Leddon, Lieutenant of Royal Marines; George Pegge, Master's Mate; William H. Staines and Wm. J. Snow, Midshipmen; W. Smith Warren, Volunteer, first class.

Polyphemus, none.

Swiftsure—Alexander Bell Handcock, Midshipman.

Defence, none.

Thunderer—John Snell, Master's Mate; Alexander Galloway, Midshipman.

Defiance—P. C. Durham (slightly), Captain; James Spratt and Robert Browne, Master's Mates; John Hodge and Edmund Andrew Chapman, Midshipmen.

C. COLLINGWOOD.

Promotions and Appointments.

ADMIRALTY-OFFICE, NOV. 9, 1805.

His Majesty having been pleased to order the rank of Admirals of the Red to be restored to His Majesty's Navy, the following Flag-Officers were this day promoted; in pursuance of the King's pleasure; viz.

Admirals of the White, to be Admirals of the Red.

Robert Roddam, Esq.; Nicholas Vincent, Esq.; Robert Digby, Esq.; Right Hon. Alexander Viscount Bridport, K.B.; Sir Chaloner Ogle, Knt.; Right Hon. Samuel Viscount Hood; Sir Richard Hughes, Bart.; John Elliott, Esq.; Right Hon. William Lord Hotham; Right Hon. Charles Lord Barham; Sir Richard King, Bart.; Right Hon. John Earl St. Vincent, K.B.; Phillips Cosby, Esq.; Samuel Cornish, Esq.; John Brisbane, Esq.; Charles Wolsley, Esq.; His Royal Highness William Henry Duke of Clarence; Sir Richard Onslow, Bart.; Sir Robert Kingsmill, Bart.; Sir Hyde Parker, Bart.; Benjamin Caldwell, Esq.; Hon. William Cornwallis.

Admirals of the Blue, to be Admirals of the White.

Charles Buckner, Esq.; John Gell, Esq.; Right Hon. Alan Lord Gardner; William Peere Williams, Esq.; Sir Thomas Pasley, Bart.; James Cumming, Esq.; Sir John Colpoys, K.B.; Skeffington Lutwidge, Esq.; George Montagu, Esq.; Right Hon. George Lord Keith, K.B.; James Pigott, Esq.; Right Hon. William Lord Radstock; Thomas Mackenzie, Esq.; Sir Roger Curtis, K.B.; Sir Henry Harvey, K.B.

Vice-Admirals of the Red, to be Admirals of the Blue.

Isaac Prescott, Esq.; John Bazely, Esq.; Thomas Spry, Esq.; Sir John Orde, K.B.; William Young, Esq.; James Gambier, Esq.; Sir Andrew Mitchell, K.B.; Charles Chamberlayne, Esq.; Peter Rainier, Esq.; Philip Patton, Esq.; Sir Charles Morice Pole, Bart.

Vice-Admirals of the White, to be Vice-Admirals of the Red.

John Brown, Esq.; John Leigh Douglas, Esq.; William Swiney, Esq.; Charles Edmund Nugent, Esq.; Charles Powell Hamilton, Esq.; Edmund Dod, Esq.; Sir Charles Cotton, Bart.; John Thomas, Esq.; James Brine, Esq.; John Pakenham, Esq.; Sir Erasmus Gower, Knt.; John Holloway, Esq.

Vice-Admirals of the Blue, to be Vice-Admirals of the Red.

George Wilson, Esq.; Sir Charles Henry Knowles, Bart.; Hon. Thomas Pakenham; Robert Deans, Esq.; Cutbert Collingwood, Esq.

Vice-Admirals of the Blue, to be Vice-Admirals of the White.

James Hawkins Whitshed, Esq.; Arthur Kempe, Esq.; Smith Child, Esq.; Right Hon. Charles Lord Lecale; Thomas Taylor, Esq.; Sir John Thomas Duckworth, K.B.; Sir Robert Calder, Bart.

Rear-Admirals of the Red, to be Vice-Admirals of the White.

James Richard Dacres, Esq.; Hon. George Berkeley; Thomas West, Esq.; James Douglas, Esq.; Peter Aplin, Esq.; Henry Savage, Esq.; Bartholomew Samuel Rowley, Esq.; Sir Richard Bickerton, K.B.

Rear-Admirals of the Red, to be Vice-Admirals of the Blue.

George Bowen, Esq.; Robert Montagu, Esq.; John Ferguson, Esq.; Edward Edwards, Esq.; Sir John Borlase Warren, Bart. and K.B.; Edward Tyrrel Smith, Esq.; Sir Thomas Graves, K.B.; Thomas Macnamara Russell, Esq.; Sylvester

Moriarty, Esq.; Sir Henry Trollope, Knt.; Henry Edwin Stanhope, Esq.; Robert M'Douall, Esq.

Rear-Admirals of the White, to be Vice-Admirals of the Blue.

Billy Douglas, Esq.; John Wickey, Esq.; John Inglis, Esq.; John Fish, Esq.; John Knight, Esq.; Edward Thornborough, Esq.

Rear-Admirals of the White, to be Rear-Admirals of the Red.

James Kempthorne, Esq.; Sampson Edwards, Esq.; George Campbell, Esq.; Henry Cromwell, Esq.; Arthur Phillip, Esq.; Sir William George Fairfax, Knt.; Sir James Saumarez, Bart. and K.B.; Thomas Drury, Esq.; Albemarle Bertie, Esq.; Right Hon. William Earl of Northesk; James Vashon, Esq.; Sir William Henry Douglas, Bart.; Thomas Wells, Esq.; Sir Edward Pellew, Bart.; Sir Isaac Coffin, Bart.

Rear-Admirals of the Blue, to be Rear-Admirals of the Red.

John Aylmer, Esq.; Samuel Osborn, Esq.; Richard Boger, Esq.

Rear-Admirals of the Blue, to be Rear-Admirals of the White.

Jonathan Faulknor, Esq.; John Child Purvis, Esq.; Theophilus Jones, Esq.; Wm. Domett, Esq.; William Wolseley, Esq.; John Mauley, Esq.; George Murray, Esq.; John Sutton, Esq.; Robert Murray, Esq.; Hon. Alexander Cochrane; Sir Thomas Troubridge, Bart.; John Markham, Esq.; Charles Stirling, Esq.; Henry d'Esterre Darby, Esq.; Edward Bowater, Esq.; George Palmer, Esq.; William O'Brien Drury, Esq.; William Essington, Esq.; Thomas Louis, Esq.

The under-mentioned Captains were also appointed Flag Officers of His Majesty's Fleet; viz.

John M'Dougall, Esq.; James Alms, Esq.; Eliab Harvey, Esq.; John Peyton, Esq.; Sir Edmund Nagle, Knt.; John Wells, Esq.; Richard Grindall, Esq.; George Martin, Esq.; Sir Alexander John Ball, Bart.; Sir Richard John Strachan, Bart.; Sir William Sidney Smith, Knt.; Thomas Sotheby, Esq.; Edward O'Brien, Esq.; Nathan Brunton, Esq.; William Hancock Kelly, Esq.; John Schank, Esq.; Hon. Michael de Courcy; William Bentinck, Esq.; Paul Minchin, Esq.; Philip d'Auvergne, Prince of Bouillon;

To be Rear-Admirals of the Blue.

The King has been pleased to appoint Richard Goodwin Keats, Esq., Edward Buller, Esq., and the Hon. Robert Stopford, to be Colonels of His Majesty's Royal Marine Forces, in the room of George Martin, Esq., Sir Richard John Strachan, Bart., and Sir William Sidney Smith, Knt., appointed Flag Officers of His Majesty's Fleet.

WHITEHALL, NOV. 9, 1805.

His Majesty has been pleased to grant to the Reverend William Nelson, D.D., now Lord Nelson, brother and heir to the late Lord Viscount Nelson, who, after a series of transcendent and heroic services, fell gloriously on the 21st of October last, in the moment of brilliant and decisive victory, the dignity of a Viscount and Earl of the United Kingdom of Great Britain and Ireland, by the names, stiles, and titles, of Viscount Merton and Earl Nelson, of Trafalgar, and of Merton, in the county of Surrey; the same to descend to the heirs male of his body lawfully begotten; and in default thereof, to the heirs male successively of Susannah, wife of Thomas Bolton, Esq.; and Catherine, wife of George Matcham, Esq., sisters of the late Lord Viscount Nelson.

His Majesty has also been pleased to grant the dignity of a Baron of the United Kingdom of Great Britain and Ireland, to Cuthbert Collingwood, Esq., Vice-Admiral of the Blue Squadron of His Majesty's Fleet, and the heirs male of his body lawfully begotten, by the name, stile, and title, of Baron Collingwood, of Caldyburne and Hethpoole, in the county of Northumberland.

BIOGRAPHICAL MEMOIR OF THE LATE
SIR FRÉDÉRICK THESIGER,

KNIGHT OF THE RUSSIAN ORDER OF ST. GEORGE,

AND CAPTAIN IN THE ROYAL NAVY.

"LIFE'S TUMULTUOUS BATTLE O'ER,
O HOW SWEETLY SLEEP THE BRAVE!"

ANON.

A BIOGRAPHICAL sketch of the late Captain Sir Frederick Thesiger would, at any time, have excited its due portion of interest; but, at the present period, when every thing which bears even the most distant relation to our departed hero of the Nile, of Copenhagen, and of Trafalgar, is sought after with avidity, it must be peculiarly acceptable. To mention that Sir Frederick Thesiger was in possession of the confidence and friendship of Lord Nelson, reflects lustre on his name, and gives to his memory a decided claim on the attention of the public.

The first entrance of this gentleman into maritime life, was in the service of the Honourable East India Company; but, after having made two or three voyages, he found that his genius was but ill-adapted to trading pursuits, and he became anxious for some more active employment, in which his talents might be displayed to advantage. It has been judiciously observed by Dr. Johnson, in his life of Boerhaave the physician, that "Providence seldom sends any into the world with an inclination to attempt great things, who have not abilities likewise to perform them." This may in some measure be accounted for, by adverting to the fact, that projects of enterprise and spirit are scarcely ever conceived or executed but by persons of an ardent temperament. The same ardour which inspires a man to *attempt* the accomplishment of some favourite object, furnishes him with energy and perseverance to *achieve* it. Thus it was with Mr. Thesiger. He felt no interest in the dull routine of a trading voyage; but, impelled by a wish for some situation, in which his powers might be called into more active exertion, his mind

was continually occupied on the subject, and he remained on the alert, to embrace the first opportunity that might offer.

At the period on which we are treating, Great Britain was at war with France, in consequence of the assistance which the latter power afforded to the American States; and, encouraged by the hope of displaying his genius and gallantry, an opening having presented itself to Mr. Thesiger for entering into the Royal Navy, he placed himself under the directions of that gallant Officer, the late Sir Samuel Marshall. With that gentleman he served several years, during which time he was uniformly distinguished as one of his most active Midshipmen. When on board, he was particularly noticed by his Commander; and, when on shore, he always found a warm reception at his house. A friendship and an attachment so honourable, ceased not but with the life of his protector and patron.

At the beginning of the year 1782, when Sir George, afterwards Lord Rodney, took upon himself, for the last time, the command of the fleet in the West Indies*, Mr. Thesiger was appointed acting Lieutenant on board the *Formidable*; and, on the memorable 12th of April, was recommended to the Admiral, by Sir Charles Douglas, Captain of the fleet, as a most correct repeater of signals. In consequence of this friendly recommendation, he was appointed Aid-du-camp to Sir George; and, after being stationed near his person during the whole of the action, he was one of the first Officers sent to take possession of the *Ville de Paris*, after she had struck to the British flag. Fortunately, however, for Mr. Thesiger, one of his brother Officers, who preferred returning to England to remaining on the West India station, solicited and obtained permission to exchange with him; in consequence of which, he was rescued from the melancholy fate which befel the many brave men who perished on board the *Ville de Paris*†.

* *Vide NAVAL CHRONICLE*, Vol. I, page 388.

† The fate of this ill-starred Ship has never been precisely ascertained. The general opinion is, that she, as well as the *Glorieux*, foundered on her passage to Europe. This opinion is corroborated by the following circumstance:—A seaman, of the name of Wilson, who was picked up by a Dane, floating on a piece

Mr. Thessiger continued with his friend, Sir Charles Douglas, who, for some time, retained his post as Captain of the fleet, under the command of Admiral Pigot, the successor of Lord Rodney*. He afterwards accompanied him to America, where

of wreck, said that he had belonged to the *Ville de Paris*; and that, when she foundered, he had clung to the piece of wreck. He was so overcome with terror, that he could not recollect any thing farther, excepting that he had seen the *Glorieux* go down on the day preceding that on which the *Ville de Paris* perished.

* Sir Charles Douglas was a gentleman of Scotch extraction, and having been an Officer in the Dutch service in the early part of his life, he is said to have experienced some difficulty in obtaining his rank in the British Navy. He was made Lieutenant on the 4th of December, 1753; Commander on the 24th of February, 1759; and Post Captain, in the *Syren*, of 20 guns, on the 13th of March, 1761. In this Ship he served, first on the West India station, whence he passed over to North America; and afterwards, under the orders of Lord Colville, he proceeded to Newfoundland, for the purpose of dislodging the French squadron under the Chevalier de Ternay, which had attacked that settlement. Captain Douglas, with great diligence, attended the transports, and covered the landing of the troops on this occasion. In 1767 he was appointed to the *Emerald Frigate*, employed as a cruiser, in which he remained for three years. In 1770, he was appointed to the *St. Albans*, of 64 guns, one of the Ships which were commissioned under the apprehension of a rupture with Spain, and afterwards employed as a Guard-ship. In this Ship he also remained three years. In 1775, he hoisted his broad pendant, as Commodore, on board the *Isis*, of 50 guns; on the 11th of March, 1776, he sailed from England, for Quebec; on the 11th of April he made the Island of St. Pierre; and after having, with incredible difficulty, forced his Ship for the space of nearly 60 leagues through large fields of thick ice, he arrived off the Island of Anticosti on the 21st, and entered the River St. Lawrence the same evening. Using every possible endeavour to get up to Quebec, which was then closely besieged by the North American army, he reached l'Isle aux Coudres on the 3d of May, and came safe to an anchor in the bason of Quebec on the 6th of the same month; when the siege was immediately raised, and the American army driven up the river in the greatest confusion. The Commodore continued on the same station, as long as the season would permit, to direct the establishment of a flotilla to be employed on the lake; and on his return to England, at the close of the year, he was presented with a baronetcy, as a reward for his services. In 1777 Sir Charles was appointed to the *Stirling Castle*, of 64 guns, and was engaged in the action off Ushant, on the 27th of July. After this he was promoted to the *Duke*, of 98 guns, and continued to be employed in the Channel fleet till the end of 1781, when he was appointed first Captain of Sir George B. Rodney's Flag-ship, the *Formidable*, on the West India station. In the engagements with the Count de Grasse, on the 9th and 12th of April, 1782, he distinguished himself in the most conspicuous manner; as is evident from the following compliment paid to him by Admiral Rodney, in his official dispatches:—"My own Captain, Sir Charles Douglas, merits every thing I can possibly say: his unremitting diligence, and activity, greatly eased me

Sir Charles, as Commodore, was invested with the chief command. Having remained there until the peace of 1783, he then returned to England.

Great Britain, after a long, destructive, and unpopular war, was now at peace with all the world; but it was not long before another field of honour and glory opened to his view, and presented to Mr. Thesiger a fair prospect of obtaining renown. In the year 1788, hostilities having commenced between Russia and Sweden*, each of the contending powers was exceedingly anxious to obtain naval fame and superiority; and, to facilitate the accomplishment of their wishes, they held out, through the medium of their respective Ambassadors at the British Court, very high inducements to such of our naval Officers as had distinguished themselves, to join the hostile fleets. This temporary exchange of service being permitted by the British Government, Mr. Thesiger devoted his exertions to the support of the Russian flag, under the ambitious, but munificent Catherine. About the same period, or rather before, the brave Sir William Sidney Smith entered into the service of Sweden†; and, in the adverse fleets, these two Officers had various opportunities of displaying their native valour and skill.

in the unavoidable fatigue of the day."—In October 1783, shortly after Sir Charles's return to England, he sailed for Nova Scotia, as an established Commodore, and Commander in Chief on that station, in the *Assistance*, of 50 guns. He returned to England in 1786; and in September 1787, he was promoted to be Rear-Admiral of the Blue. In January 1789, he is said to have been re-appointed to the North American command; but his death, which took place by an apoplectic fit, at Edinburgh, in the month of February, prevented him from proceeding to sea.

Sir Charles Douglas had a particular taste for mechanical pursuits; and the locks which were introduced into the Navy, as substitutes for matches, by the advice of General Desaguliers, were revived and improved by him, who caused them to be applied, according to an invention of his own, to all the cannon in the Docks.—The following laconic, but truly honourable character, was given of Sir Charles Douglas, in some of the periodical publications, just after his death:—"He was a very good, a very brave, and a very honest man."

* A desperate and bloody battle was fought between the Russian and Swedish fleets, on the 17th of July, in the Gulf of Finland.

† *Vide* NAVAL CHRONICLE, Vol. IV, page 447.

Lord Rodney, as will appear from the subjoined letter of his to the Russian Ambassador, exerted himself in the most friendly and flattering manner on this occasion for Mr. Thesiger :—

London, 30th April, 1789.

YOUR Excellency will pardon me for troubling you ; but as it is at the request of a very gallant Officer, Captain Thesiger, who has remarkably done his duty to his King and Country, and was one of my Aides-du-camp on the memorable day of the 12th of April, 1782, and is now anxious to offer his services to Her Imperial Majesty of all the Russias, I beg leave to recommend him to your Excellency's protection, and to assure you that I look upon him in the light of an excellent and gallant Officer ; and I am convinced that he will do honour to any command that may be conferred upon him.

I beg leave to assure your Excellency, that I have the honour to be, with the highest respect, your Excellency's most obedient and most humble servant,

RODNEY.

A testimony so honourable, from so distinguished a character as Lord Rodney, could not fail of operating in a manner highly favourable to the interests of Captain Thesiger. The Russian Ambassador accordingly promised him the command of a 74-gun Ship as soon as he should arrive in Russia, and immediately presented him with a liberal sum in advance, to defray his travelling expenses ; requesting at the same time, that he would take the most expeditious method of passing to Cronstadt, where a fleet was preparing for sea, in order to attack the Swedes.

Captain Thesiger fortunately arrived at Cronstadt just as the fleet was on the point of sailing ; and, having joined the Ship that he had been appointed to, and which was ready for him, he proceeded to sea in quest of the Swedish squadron.

During the cruise, the Russians succeeded in coming up with the enemy, and a desperate engagement ensued, in which the fleet of Catherine proved triumphant. The Swedish Admiral, on board the *Gustavus*, struck his colours to Captain Thesiger ; and, as a reward for his distinguished skill and bra-

very, the command of the prize was afterwards conferred upon the gallant captor.

When the Russian fleet returned into port to refit, the Empress complimented those Officers who had most distinguished themselves, by bestowing on them titles, orders, &c. On Captain Thesiger she conferred the Order of Merit, the ensign of which is a gold sword, with Russian characters, allusive to gallantry and courage, engraven on it.

In the following year, 1790, the Russian and Swedish fleets were again repeatedly engaged; victory sometimes declaring for one, and sometimes for the other. The action in which Captain Thesiger had the chief opportunity of distinguishing himself, took place in the month of June; and, in its issue, proved dreadfully destructive to the Swedish marine. When the Russians bore down to attack the Swedes, the latter made sail, after a short resistance, for the purpose of taking shelter between the Island of Bourholm and the main land, the entrance to which channel was defended by shoals and formidable batteries. As the Russians could not follow them, the outlet was ordered to be defended by six Ships of the line, five of which were commanded by Englishmen. The situation of the Swedes was now extremely critical. In addition to a scarcity of ammunition, and a want of provisions, they were fearful that the Russians might send in Fire-ships and endeavour to destroy them. After submitting to this alarming blockade for some days, they determined, by a bold push, to attempt a passage through the opposing squadron. To effect this, they had to sustain the fire of the six Russian Ships of the line, which were blockading the entrance of the channel; and, afterwards, to engage the whole of the Russian line, which, at some distance, was drawn up along the coast. Watching, however, a favourable opportunity, when the remainder of the Russians were considerably to leeward, they got under weigh; but, in endeavouring to pass the blockading Ships, a dreadful conflict ensued. The result of the action was, that the Swedes lost nine Ships of the line, three Frigates, and upwards of twenty Gallies. Some of these were captured, and others

driven and wrecked upon the rocks. Those which escaped into the nearest Swedish ports were in so shattered a state, as to be for a long time unfit for service. The Russians, as may be supposed, also suffered very considerably; and, after the battle, one of their Ships of the line sunk. The carnage was dreadful on both sides; but the English Officers who were engaged in the Russian service were particularly unfortunate. Out of six English Captains who commanded in the action, Captain Thesiger, we believe, was the only one who survived. The Captains Demison and Trevenon* were killed; Captain Marshal, in gallantly attempting to board one of the Swedish Ships, fell into the sea and was drowned; and Captains Aikin and Miller were mortally wounded. It was in this action that Sir Sidney Smith served as a volunteer on board a Yacht belonging to the King of Sweden, who fought in person; and, for his skilful manœuvre in retreating with the Galley-fleet, by which he prevented the Swedish Monarch from being taken prisoner, and for other services, he was complimented with the Grand Cross of the Swedish Order of the Sword.

Both Powers we believe were tired of the contest, and the peace of Reichenbasch speedily followed this victory of the Russians.

The Great Catherine was never remiss in bestowing favours and rewards on those who deserved them: it is not therefore to be expected that, on this important occasion, she neglected to bestow some token of her royal pleasure on Captain Thesiger. None better than herself knew the mode of enhancing the value of a favour; and in return for the exertion, valour, and skill, displayed by our Officer on the memorable day of victory, she conferred upon him the Order of St. George, accompanying the *insignia* thereof with the following letter, signed by her own hand, of which we have given a fac-simile:—

* This gentleman was a Lieutenant in the British Navy, and had served as a Midshipman under Captain Cook, on his last voyage to the South Seas. His character, both in public and private life, stood high in estimation.

(TRANSLATED COPY.)

To the Captain of our Fleet (Thesiger.)

YOUR zealous service, ability, and valour, displayed during the action of the 22d June, against the fleet of the line and the Gallies of Sweden, where you bravely opposed the enemy, advancing in superior force, and animating and encouraging your subordinates by your own meritorious example, contributed to the brilliancy of the victory obtained over the enemy, which renders you worthy of bearing our military Order of St. George the Martyr and Conqueror, according to its statutes. We therefore most graciously bestow upon you the order of the fourth class, and sending herewith its ensigns, authorize you to put them on, and to wear them in the lawful manner. We are besides persuaded, that you having received this encouragement, will still persevere to the continuance of your zeal to deserve our Imperial favour.



*Given under our hand at Sarsko Zello,
on the 8th day of July, O. S., 1790.*

PETER ZAVODOOSKY.

nick In 1796, when a Russian squadron came over to the Downs, for the purpose of co-operating with the British fleet under the late Admiral Duncan*, Sir ~~Francis~~ Thesiger was one of the Captains selected on the occasion. The service in which this combined force was employed, was chiefly that of cruising off the coast of Holland, and of blockading the Texel.

nick Sir ~~Francis~~ remained in this country till the return of the Russian fleet. On the death, however, of the Empress Catherine†, the Russian service, from the puerile and capricious orders that were given, and from the new regulations that were made in the Navy, by Paul I, became exceedingly irksome and disagreeable to him. Through the medium of his friends in

nick England, Sir ~~Francis~~ Thesiger therefore commenced a negotiation with the First Lord of the Admiralty; and, on a promise of being promoted by degrees to an equal rank to that which he held under the Emperor Paul, he resolved on an immediate return to the service of his native Country. He accordingly sent in his resignation to the Russian Admiralty, and solicited a passport to return to England; but Paul, though attached rather to the French than to the English, was fully aware of the superiority of the latter in every thing which related to naval affairs, and was therefore anxious to retain him in his service. With this view, he made every effort to induce his continuance in Russia; and, among a variety of brilliant offers, promised immediately to make him an Admiral. Sir ~~Francis~~, however, firm in his determination to return to England, and anxious to signalize himself in the service of his native Country, resisted the temptation. Paul was so irritated at his refusal, that, with a degree of injustice highly disgraceful to a Monarch, he detained him at St. Petersburg, out of employment and pay, upwards of twelve months, before he permitted him to receive his passport. This he no sooner obtained, than he joyfully quitted a service which he loathed, for one that his heart panted after. But he paid dearly for his resolution, as he

* *Vide NAVAL CHRONICLE*, Vol. IV, page 96.

† This event took place on the 10th of November, 1797.

was under the necessity of leaving the Russian dominions, without receiving any of his prize-money, or other pecuniary rewards to which his services had entitled him. He came away with merely his Orders of Knighthood, the only ostensible proofs that he had merited and obtained such marks of favour from the Empress Catherine.

We have not heard whether Captain Thesiger ever applied to the present government of Russia on the subject. If he did, his application was most probably successful; as, from the known partiality of the Emperor Alexander towards the English, it is not likely that any demand from a British subject, founded in justice, would be resisted*.

Frederick Sir ~~Branis~~ Thesiger fortunately arrived in England at a moment when his services proved highly acceptable. It was just at the time when the Northern Confederacy began to be formed; and, as he was intimately acquainted with the state of the Russian Navy, with the navigation of the Baltic, and with other matters of importance, which his residence in the northern ports had given him an opportunity of noticing, he was frequently honoured by conferences with Earl Spencer, who was then at the head of the Admiralty.

On its being finally determined by this Country to attack, and to endeavour to break the chain of the northern league, which had been formed for the purpose of subverting the naval superiority and commercial greatness of Britain, which had been sanctioned by ages, it became necessary to employ such

* The general inference that must be drawn from the capricious, and apparently unjust conduct of the Emperor Paul, in a variety of instances which might be adduced, is—that he was insane. The celebrated German writer, Kotzebue, who appears to have been intimately acquainted with his character, observes, however, that he was “a man, whose faults may be attributed, in a great measure, to the nature of his education, to the extraordinary events which distinguish the period of his reign, and to the character of the people who surrounded him! A man who might often have been mistaken, with regard to the means he employed to do good, but whose invariable aim was to be good and just; who scattered innumerable benefits around him, yet saw nothing but noxious plants spring up, whose blossoms pleased his eye, while their poisonous vapour tarnished and destroyed him.”—The same writer says, that he should fill a volume, were he to bring forward all the domestic incidents in which the Emperor Paul proved himself to be a tender husband and a good father.

quick Officers as, from their bravery and local knowledge, were likely to be peculiarly serviceable. Lord Spencer, therefore, with that promptitude, discernment, and decision, which uniformly distinguished his administration of naval affairs, fixed upon Sir Francis Thesiger as a proper person to act in a conspicuous situation on board the fleet which was preparing to effect this great national purpose. Sir Francis was then acting in the subordinate capacity of a Lieutenant on board the Excellent. His Lordship sent for him; and, having promoted him to the rank of Commander, introduced him, in the most flattering manner, as such, to Sir Hyde Parker, and Lord Nelson.

An honour now awaited him, to which we have alluded at the commencement of this memoir. In the memorable attack on the line of defence before Copenhagen, where the illustrious Nelson "covered himself with glory*," he was one of his Lordship's Aides-du-camp; and, during the tremendous fire from the Crown Battery, he nobly volunteered his services to proceed with the flag of truce to the Prince Royal of Denmark, a measure which produced a cessation of firing, and led to a truce. In this act, the undaunted bravery of Sir Francis shone eminently conspicuous. Entering fully into the feelings and views of his noble Chief and Commander, and perceiving how importantly necessary it was to reach the shore with as little delay as possible, instead of taking a circuitous route, which would have occupied the greater part of an hour, and in pursuing which he would have been out of the reach of the Danish fire, he rushed inpetuously forward, encouraging his men to persevere through the cloud of smoke and the heavy fire which prevailed—the flag of truce not being either seen or respected—and landed safely at Copenhagen, without the least injury to himself or any of his boat's crew. The Crown Prince immediately acquiescing with the terms proposed by Lord Nelson, sent off with Sir Francis a flag in return, and instantly gave

quick * We have heard it mentioned, that, when Lord Nelson was informed of the Commander in Chief having made a signal to discontinue the action, he replied:—"You know that I can see but with one eye, and I must keep that upon the enemy."

orders for the firing to cease in every direction. As many of the batteries, however, were at a considerable distance from the capital, Captain Thesiger had got half way back to the British fleet before the orders could be thoroughly attended to; and, before he joined his Ship, several of our fleet had grounded. These circumstances evince the merit which he possessed, in braving all danger to reach the shore in the quickest manner that was possible; for, had he proceeded by the circuitous and safe way, the situation of the English Ships might have been perceived, before he could have landed, and the consequences might have been incalculably fatal to the interests of this Country. A portion of public praise and gratitude is therefore due to Captain Thesiger, for having so fully performed his duty on that ever-memorable day; and for so nobly seconding the views of the hero who achieved the victory*.

After the truce, as we have stated in our *Addenda* to the Life of Lord Nelson, page 399, the British fleet proceeded up the Baltic, with the view of compelling the Russians and Swedes to

* The variation of the accounts of the reception which Lord Nelson experienced on going ashore at Copenhagen is worthy of notice. According to the statements which have been generally accredited in this country, his Lordship was received by the brave and generous Danes with the *loudest and most general acclamations*, and was treated by the Crown Prince with every mark of respect. Mr. Carr, in his *Northern Summer*, says:—"Upon his (Lord Nelson's) arrival at the quay, he found a carriage that had been sent for him by Mr. D., a merchant of great respectability, the confusion being too great to enable the Prince to send one of the royal carriages: in the former the gallant Admiral proceeded to the palace in the Octagon, through crowds of people, whose fury was rising to frenzy, AND AMONGST WHOM HIS PERSON WAS IN MORE IMMINENT DANGER THAN EVEN FROM THE CANNON OF THE BLOCK-SHIPS; but nothing could shake the soul of such a man. Arrived at the palace in the Octagon, he calmly descended from the carriage amidst the murmurs and groans of the enraged concourse, which not even the presence of the Danish Officers who accompanied him could restrain."—The intelligent author of "*A Tour in Zealand*," who is a native of Denmark, says:—"On his landing, he was received by the people neither with acclamations nor with murmurs; they did not degrade themselves with the former, nor disgrace themselves with the latter. The Admiral was received as one brave enemy ought ever to receive another—he was received with respect. A carriage was provided for his Lordship, which he however declined, AND WALKED AMIDST AN IMMENSE CROWD OF PERSONS, ANXIOUS TO CATCH A GLIMPSE OF THE BRITISH HERO, to the palace of the Prince Royal."—We cannot help thinking that Mr. Carr's account is the *least probable* of the three.

† Vide NAVAL CHRONICLE, Vol. XIII, page 463,

the same submission as had been extorted from the Danes, who had severely suffered for their temerity. The premature death, however, of the Emperor Paul, who fell a victim to his ill-advised system of politics, superseded the necessity of compulsory measures: a negotiation was commenced, which ultimately led to a general pacification.

On its passage towards Revel, in going through the intricate and narrow channel called the Grounds, between the Islands of Arnag and Saltholm, our fleet was exposed to considerable danger, several of the larger Ships often touching the ground. This proceeded from the circumstance of there not being a sufficient number of pilots to carry the Ships through with safety, and from the flags, or buoys, pointing out the channel, having been all removed. In this emergency, Sir ~~Francis~~ *Fredrick* Thesiger, from his known intimacy with the navigation of the place, was requested to take charge of Admiral Graves's Ship, which request he complied with, and led the division till the whole squadron anchored in safety.

Immediately afterwards, in consequence of his understanding the language of the country, he was sent on shore by Lord Nelson to negotiate for the supply of fresh provisions for the daily consumption of the fleet. This service he also had the pleasure of accomplishing to the perfect satisfaction of his employer.

It will be recollected that, when the negotiation, which led to a restoration of peace with the northern Powers, had made considerable progress, Sir Hyde Parker resigned the command of the fleet to Lord Nelson; from whom, when the negotiation was nearly concluded, it shortly after devolved upon Sir C. M. Pole. Captain Thesiger remained with the fleet until after the latter Officer had assumed the command; when, being honoured as the bearer of some of Sir Charles's dispatches for England, he returned, and, on his arrival, was most flatteringly received by Earl St. Vincent and the Admiralty Board.

Shortly afterwards, he had the satisfaction of being made a Post Captain in the British Navy; a rank to which he had always fondly aspired.

Having attained the same height of command in the *English* service, which he had formerly sustained in the Russian Navy, he now obtained His Majesty's gracious permission to assume the rank of knighthood, and to wear the Order of St. George, which had been conferred upon him, for his meritorious conduct while in her service, by Catherine the Great, Empress of all the Russias.

Fredrick

At the commencement of the present war, Sir ~~Francis~~ Thesiger was, through the interest of his particular friend, Sir Thomas Troubridge, then one of the Lords of the Admiralty, appointed British Agent for prisoners of war at Portsmouth. He is reported to have filled this office with all that philanthropy and urbanity which ever marked his conduct, and rendered the chains of captivity as little galling as the nature of circumstances would possibly admit. To some of Madame Buonaparté's very near relations, who were captured on their way from Martinique to the court of their *august* and *Imperial* relative, he displayed the greatest civility and kindness; and they *appeared so grateful* for his attentions and friendly solicitude for their comfort, that, on being permitted to proceed to France, they waited upon him, though confined to his bed by illness, to take their leave, and to know what it was possible for them to do, to evince their gratitude for his goodness, in *Fredrick* meliorating the distresses of their imprisonment. Sir ~~Francis~~ Thesiger merely requested that they would deliver a letter to his friend, the Rev. Mr. Bentinck, a traveller, who was detained by Buonaparté in France; and intercede with that *Potentate*, that he might be permitted to return to his native country. The *English* reader will not be astonished to learn, that, with true *French* forgetfulness of favours received, the *letter was never delivered*, and that the unfortunate gentleman, to whom it was addressed, died in confinement;—a confinement which had been inflicted in defiance of the usages of all civilized nations.

Fredrick

Sir ~~Francis~~ Thesiger continued to fill the office of Agent for prisoners of war at Portsmouth till the time of his death, which took place on the 26th of August, 1805. On this melancholy occasion, his Country had to lament the loss of a brave and

meritorious Officer. His friends and family also sustained an irreparable loss by his death; and the poor in his neighbourhood, to whom he had ever been a kind and benevolent patron, had to mourn over the ashes of an indulgent contributor to their wants and comforts.

Quick Sir Francis Thesiger had passed a life of toil, of danger, and of honour. He had been present at eighteen different engagements; in all of which he distinguished himself by cool intrepidity and great professional skill; and had the good fortune to escape through the whole of them without sustaining any other injury than a few scratches and bruises, occasioned by the stroke of splinters. At length, after having signalised himself by a variety of successes, in the service of two great nations, unlike his friend, the departed hero of Trafalgar, he breathed his last on British ground!

“ May the turf lie light upon his breast!”

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN OURSITE VASTO.

INTERESTING ANECDOTES RELATING TO THE BATTLE OF TRAFALGAR.

(From the Gibraltar Chronicle of November the 9th.)

IT appears, from every account which has been received from the Spanish Officers, who have been taken prisoners, that Admiral Villeneuve certainly sailed from Cadiz with a determination of giving battle to the English fleet. There is, however, the strongest reason to believe, that this measure was contrary both to the views and instructions of Buonaparté, whose intentions were, that the combined fleet should proceed from Cadiz to Toulon, forming a junction with the Carthagenia squadron in their way, that he might, by these means, have the greatest part of the Spanish Navy in a French port, and immediately in his power, in case any reverse of fortune might tempt the Spanish Government to seize a favourable opportunity to throw off the galling yoke he has imposed upon it. But Villeneuve seems to have been impelled by motives of personal resentment, and wounded honour, to act in opposition to the

wishes of his Master. He had been deeply stung by a severe remark in the *Moniteur*, upon what the conduct of the French fleet would be, if commanded by a man of abilities; the Spaniards had also openly upbraided him with not supporting them in the action off Cape Finisterre; Buonaparté, he likewise knew, had publicly spoken of him in the most sarcastic manner; and to complete his misfortunes, he had received private intelligence, that Admiral Rosily was ordered from Paris to supersede him in the command of the combined fleets at Cadiz. Under such circumstances, he naturally felt, that even a defeat could add but little to his disgrace; whilst on the contrary, a victory over a British fleet, commanded by the first Hero of the age, would wipe off every supposed stain on his character, and cover him with immortal honour. Thus situated, he resolved to put to sea before Admiral Rosily could arrive, in spite of every remonstrance of Admiral Gravina and other Spanish Officers of rank, who vainly attempted to dissuade him from his design of giving battle to the British fleet, which they foresaw would be attended with the most disastrous consequences. Villeneuve, however, was immovable; and the intelligence he had received of Admiral Louis, and six sail of the line being then absent from the fleet, induced him to believe that Lord Nelson had only twenty-one sail of the line along with him, as he was ignorant of the reinforcement which had arrived from England, owing to the great distance at which the British fleet kept from Cadiz. On this supposition, Villeneuve's original disposition of his fleet is generally allowed to have been extremely judicious—Twenty-one of his Ships were to be drawn up in the usual line of battle, to receive the first attack of the British fleet, whilst twelve of his select Ships, forming a body of reserve to windward, were to bear down, and to double upon the British line, after the action had commenced, and thus to place it between two fires. Every other precaution was also taken that was thought most likely to insure success. Ten thousand of their choicest troops were distributed throughout the fleet; the French Ships were furnished with every species of fire-balls and combustibles to throw on board the English Ships, in hopes of being able either to burn them, or to produce such confusion as might greatly facilitate their design of boarding, where an opportunity offered; and several of the Ships were repeatedly set on fire, and many of our seamen were dreadfully scorched, from this unusual mode of warfare. British skill and intrepidity were, however, completely triumphant over every obstacle that was opposed to them: and notwithstand-

ing the enemy in general, and particularly the Spaniards, fought with great obstinacy, it is the opinion of the ablest Officers in the fleet, that had there been a little more wind during the action, to have enabled the rear of our fleet to have come up in proper time, hardly a Ship of the enemy would have escaped.

The French Admiral, on seeing our fleet so much stronger than he expected, abandoned his original plan, and formed the whole of his Ships into one line, firmly waiting the attack of the British, which was conducted in a manner so bold and unexpected, as to throw them into the greatest confusion. The Royal Sovereign, Vice-Admiral Collingwood, in particular, which first broke through the enemy's line, excited the general admiration of both fleets.

The bravery of our seamen has never been doubted; but the uncommon success and marked superiority which they displayed over the enemy on this glorious day, are chiefly to be attributed to that cool intrepidity and discipline which prevailed throughout the fleet in a high degree: a very remarkable proof of which is, that we have not heard of any one accident having happened on board any of our Ships from hurry or carelessness, during the whole of the engagement.

We do not recollect any general action, where so many of our Ships ran on board those of the enemy; no less than five of the French captured Ships were engaged so closely, that the muzzles of our lower-deck guns touched those of the enemy; and it is worthy of remark, that in every instance where this occurred, the Frenchmen immediately lowered their ports and deserted their guns on that deck, whilst our seamen, on the contrary, were deliberately loading and firing their guns with two, and often with three round shot, which soon reduced the enemy's Ships to a perfect wreck.

The dreadful slaughter on board, and the shattered condition of all the captured Ships, whilst it shows with what obstinacy the enemy in general fought, is a convincing proof of the decided superiority our seamen possess over the enemy in close action.

It seems to be generally allowed, that the French fired with more vivacity at the commencement of the action than the Spaniards; but that the Spaniards showed more firmness and courage to the end than the French. Amongst the Spanish Ships, the *Argonauta* and *Bahama* were defended to the last extremity, each of them having about 400 men killed or wounded. The *San Juan Nupomucena* was also fought with the utmost gallantry, till her Captain and 350 of her crew were killed or wounded.

The Prince d'Asturias and Santa Anna both likewise showed great bravery in the action.

However disastrous this victory may have proved to the Spanish Navy, the national character of that country has risen greatly in our estimation even by their defeat. As enemies, though vanquished, their gallantry commands the highest respect; and the humanity with which every English sailor, that fell into their hands, was treated, exceeds all praise. They refused to consider as prisoners of war such of our Officers and men as were driven on their coast in the captured Ships by the violence of the storm; every exertion was made from the shore to save their lives, and the Spanish soldiers were turned out of their beds to accommodate our shipwrecked seamen, who experienced every mark of kindness and attention that a generous enemy could bestow.

The behaviour of the French, on the contrary, in several instances, both during and after the engagement, forms so melancholy a contrast to the bravery and humanity of the Spaniards, that, as we have felt it our duty to render the latter that applause, which their conduct so truly entitles them to, we think it equally an act of justice to record, with impartiality, the baseness of the French, both to their allies and foes.

It has been stated as an extraordinary and almost incredible fact, that three French Ships, under a Rear-Admiral, who had no share in the action, did in their flight fire for some time upon the Santissima Trinidad, and others of the Spanish prizes, after they had struck their colours to the English. We now find, from the concurring testimony of several Spanish Officers of rank, who were on board the Ships to which we have alluded, that Rear-Admiral Dumanoir was the person who led on his division to the perpetration of this bloody deed, so worthy the days of Robespierre, by which several hundreds of the Spaniards were killed and wounded.

We believe that Dumanoir (whose fate is as yet, however, uncertain,) is the only French Admiral that can have escaped to tell the tidings of that fatal day; and we have no doubt but that, in his relation of the battle, of which he prudently chose to be a distant spectator, he will enlarge with peculiar satisfaction on the uncommon exertions, which he undoubtedly made, to sink or destroy the Spanish Ships after they had surrendered to the English.

We have already stated, that all the English sailors, on board of the Spanish prizes, which fell into the hands of the Spaniards, were

treated with the utmost humanity, and not considered as prisoners. How widely different the conduct of the French was, the following will show :—

On the surrender of the *Bucentaure*, an Officer and a hundred men were sent to take possession of her, who conducted themselves with that moderation and forbearance to a vanquished enemy which is characteristic of Britons. The violent storm, which so soon followed the engagement, prevented the removal of the prisoners, and drove the *Bucentaure* towards Cadiz, when the Frenchmen, from their superior numbers, were easily enabled to take possession of the Ship and carry her into the harbour, where, however, she was stranded, and completely wrecked. The crew, and the party of Englishmen, were taken off the wreck by the boats of one of the French Frigates in the harbour, and carried on board of the Vessel, where, will it be believed? the infamous and cowardly crew of the Frigate, when they saw some of the gallant conquerors of their Admiral and his fleet completely in their power, unarmed, and exhausted with fatigue and shipwreck, and incapable of resistance; in this situation, did these dastardly Frenchmen, in revenge for the defeat they had sustained, assault and treat with the utmost cruelty, and with every species of insult and inhumanity, many of the unfortunate and defenceless English prisoners, whom the fury of the elements, and not the fate of battle, had thus subjected to their power.

We sincerely hope that the Officers and crew of the Frigate, who allowed or committed this detestable act, will not escape with impunity; in the mean time it gives us real satisfaction to find, that orders are given, that no more of the French prisoners, now in our possession, shall be permitted to return to Spain upon their parole, but they are to be sent to England by the first opportunity.

All the Spanish prisoners, on the contrary, who have been brought to this place, to the amount of upwards of three thousand, have been sent back to Spain, except one wounded Officer, now in the Naval Hospital, who earnestly requested to be allowed to remain under the care of the English Surgeons, till his wounds were cured*.

We have also the pleasure to learn, that the Spaniards, since their return to Spain, have universally expressed the liveliest sense

* It is proper to acknowledge here, that General Castanos, Commander in Chief of the camp before the garrison, and M. Abadia, Spanish Agent for the exchange of prisoners, have omitted no exertions of theirs to facilitate the generous intentions of the English Admiral.

of gratitude for the generosity and humanity they invariably experienced whilst they were prisoners on board of the different English men of war, where it seemed to be the study of their conquerors to make them forget their misfortunes.

Indeed, our Navy will deserve this tribute of applause from their enemies; upwards of a hundred of our gallant seamen have perished, during the gale of wind after the action, in their generous efforts to save the prisoners out of the different prizes. To record the numerous and singular exertions that were made on this occasion, by all the Ships of the fleet, would far exceed the limits prescribed to us; we cannot, however, pass over in silence the heroic conduct of Captain Malcolm, and his Ship's company, in the *Donnegal*, who, at the imminent hazard of being totally lost, rescued hundreds of the enemy from a watery grave.

Two instances of the noble humanity, shown by this Ship, we shall mention:—During the violence of the gale, when she was riding at anchor near the *Berwick*, then in possession of the English, some of the French prisoners, on board of the prize, in a fit of madness, or desperation, cut the cables of the *Berwick*, by which means she immediately drove towards the dangerous shoals of St. Lucar, then to leeward, where there was hardly a chance of a man being saved. In this situation, Captain Malcolm, without hesitation, ordered the cables of the *Donnegal* to be instantly cut, and stood after the *Berwick*, to which he dispatched his boats with orders first to save all the wounded Frenchmen, before they brought off any of the English, which order was most punctually complied with; the English were next removed, but, before the boats could return, the *Berwick* struck upon the shoals, and every soul on board perished, to the number of three hundred.

The wounded Frenchmen, who were thus saved, were supplied with the cots and bedding which had been prepared for our own sick and wounded: and, after being treated with every kindness and mark of attention, they were sent into Cadiz by a flag of truce, with all the cots and bedding in which they had been placed, that they might suffer as little pain or inconvenience as possible in their removal.

The other instance we shall notice was as follows:—On the 26th of October, whilst the *Donnegal* was at anchor off Cadiz, in a violent gale of wind, with upwards of 600 prisoners then on deck, an unfortunate Spanish prisoner fell overboard. Notwithstanding the sea was then running so high that they had not ventured to hoist out a boat for twelve hours before, two seamen

belonging to the *Donnegal* immediately jumped overboard after him, in hopes of saving his life, to the admiration of the Spaniards, who were lost in astonishment at so daring an act. The poor man, however, sunk and was drowned, just as one of the English seamen had nearly hold of him; a boat was immediately lowered, and fortunately the two gallant fellows were got on board safe.

The English Officers who have returned from Cadiz, state, that the account of Lord Nelson's death was received there with extreme sorrow and regret by the Spaniards, and that some of them were even observed to shed tears on the occasion. They said, "that though he had been the ruin of their Navy, yet they could not help lamenting his fall, as being the most *generous enemy*, and the *greatest Commander* of the age!"

VICTORY OF TRAFALGAR.

ACCOUNT OF THE LATE GLORIOUS ACTION OF THE 21st OCTOBER,
OFF TRAFALGAR.

Extract of a Letter from an Officer on board of His Majesty's Ship Euryalus, to his Friend in Plymouth Dock.

THERE is much praise due to the Captain of the *Euryalus*, Hon. Captain Blackwood, for his alertness in watching the motions of the enemy; and I could almost say, if the British Navy had been picked, an Officer more bold and prompt could scarce have been singled out for this purpose. We continued all night a very little to windward of the enemy, observing their motions, and making the necessary signals, to show their position to Lord Nelson; their stern-lights at one time (previous to their wearing) exactly resembling a street well lighted by lamps; our Ship was, of course, still preserving her former station.

On Monday, the 21st of October, at day-light, we were exactly amid-ships of the English and combined fleets. We took our station on the Victory's larboard quarter to repeat signals. Very little wind at this time, by which the British fleet were much scattered, and some of our line-of-battle Ships sailing faster than others, prevented our fleet from falling in with the enemy in that firm, compact order that is peculiar to our nation. The enemy were formed in one line, from N.N.E. to S.S.E., Cape Trafalgar then bearing S.E. and E. half E., nearly nineteen or twenty miles. The British fleet formed, as well as the lightness of the wind would permit, in two lines, bearing down on the enemy.

At eleven Lord Nelson made this telegraphic message to the fleet:—"I intend to push or go through the rear of the enemy's line, to prevent them getting into Cadiz.

You will easily judge what an effect this emphatic message from Lord Nelson (conveyed by telegraph to the fleet) must have had on each individual—"England expects every man will do his duty." How cheerfully Englishmen did their duty, the issue of the battle fully shows.

The Victory led the larboard, or weather line: the Royal Sovereign, the starboard, or lee. At 15 minutes past 12, the enemy opened their fire on the Royal Sovereign, and the Ships she was leading into action. The British Admirals, in a few seconds, hoisted their respective flags; and the fleet, the white ensign, St. George's Cross.—"Our antient word of courage, fair St. George." Admiral Collingwood commenced the fight with the enemy, about 17 minutes past 12, by an attack on, and breaking through the rear of the enemy's line. About 21 minutes past 12, Admiral Nelson attacked and broke through the enemy's centre.

As I before observed, owing to the lightness of the wind, some of our line-of-battle Ships sailing faster than others, the two Admirals, supported by the Mars, Colossus, Neptune, Agamemnon, Prince, Tonnant, and Africa, sustained the whole of the enemy's fire in that determined manner, and plainly foretold which way the victory would fall; about thirty minutes past two nine of the enemy's Ships of the van wore round, and came down upon the centre; about which time the whole of our Ships came into action, and the battle raged most furiously. At the same time, our signal was made by the Victory to pass within hail, we accordingly ran down into the line, and took the Royal Sovereign in tow (which Ship was dismasted) amidst the very hottest of the fire. At four, the Spanish four-decker, Santissima Trinidad, the largest Ship in Europe, struck; at 45 minutes past four, thirteen sail of the enemy's Ships bore up, made sail, and were closely followed by the English. But night favouring their escape, the pursuit was discontinued.

I have to relate a sad disaster:—Our brave Admiral (Lord Nelson) in the very act of ordering a signal to be made for close action, although he had five Ships upon him at this time, and a French 80-gun Ship lashed close to the Victory on her starboard bow, was wounded by a musket shot, by a man in the top of the French 80-gun Ship, who was immediately shot by a Corporal of Marines from the quarter-deck of the Victory—a poor satisfaction,

for so inestimable a loss to his country; but the enemy have, and will pay dearer for it.

Lord Nelson that day had put on those badges of honour he had gained "in many a hard-fought battle;" his Secretary and Chaplain requested he would take them off (fearing, but too justly, that his dress might expose him). His reply was, "No! in honour I gained them; in honour I will die in them!" and Nelson to his heroic virtue sacrificed himself. This well accords with the greatness of his character. What is not due to the memory of so great a man?

ACCOUNT OF THE PATRIOTIC FUND.

THE Committee of the Patriotic Fund, at Lloyd's Coffee House, was formed in the year 1803, on the renewal of hostilities with our implacable enemy, FRANCE, for the purpose, as the resolutions then entered into well express, *of assuaging the anguish of wounds, or palliating in some degree the more weighty misfortune of loss of limbs—of alleviating the distresses of the widow and orphan—of smoothing the brow of sorrow for the fall of dearest relatives, the props of unhappy indigence or helpless age—and of granting pecuniary rewards or honourable badges of distinction for successful exertions of valour or merit*; and the conviction of the propriety of the measure was so strong on the minds of the Public, that public bodies and private individuals immediately pressed forward to testify their approbation by subscriptions, as unexampled in their amount as the occasion which called them forth was unparalleled in the annals of this country—
AN OCCASION ON WHICH WE WERE COMPELLED TO ASSERT OUR INDEPENDENCE LIKE BRITONS, SINGLE-HANDED AS WE WERE, OR CROUCH BENEATH AN USURPER'S FOOTSTOOL.

Our brave defenders, backed by the energy of the country, have taught the lesson to our boasting enemy—that Britons will never submit to forfeit their dearest charter, Liberty. Those brave defenders have claimed and received the benefits of this Institution; and there can be no doubt that they will ever continue to claim the applause and gratitude of their country, and to share its munificence. The amount of the first subscriptions to this glorious Fund, was about 170,000*l.* in money and three per cent. stock; and since that time the contributions from some of our Foreign Dependencies, and other quarters, have extended it to near 200,000*l.*

Of this sum the Committee at Lloyd's have expended above

50,000*l.* in annuities for life, or in gratuities in money, as best suited their circumstances, to the widows, children, parents, or relatives of those who have fallen in the service of their country, and were dependent on them for support; in compensations of from 10 to 50*l.* for wounds, according to their nature and extent: and in honorary rewards for distinguished actions.

Between eleven and twelve hundred cases have already shared the benefits of the Institution; and it ought to be generally known, that they are not confined to the regular Navy and Army. Our Volunteers are likewise our defenders; and among these cases are instances of that most valuable class, where widows and children are receiving annuities on account of their husbands or parents having been killed even by accident, while in the discharge of their public duty; and where individuals have received compensations for wounds accidentally inflicted in similar circumstances.

To detail the effects which have been produced on our brave fellows, by the distribution to themselves, their messmates, and comrades in arms, of the bounty of their country, would require volumes. Innumerable letters from all quarters, and all descriptions, bear testimony to the comforts bestowed on the widow and helpless children, the aged parents, and unprotected female relatives of those who have fallen;—to the gratitude of the wounded, which strings his arm afresh in his country's cause;—to patriotic enthusiasm, acquiring additional energy from the honorary badges of distinction bestowed for illustrious actions;—to the feeling common to all classes of our defenders, that in the events of war, whatever they may be, they themselves, their families, or relatives, will find protection and assistance from the Patriotic Fund.

The glorious victory obtained off Trafalgar, by our ever-to-be-lamented hero, Lord Nelson, and that by Sir Richard Strachan, will, as appears by the public dispatches, present about 1300 cases more to the notice of the Committee, and it cannot be doubted will require a provision from the Fund to the extent of about 80,000*l.*

If therefore every class of our fellow subjects do not immediately step forward in aid of such a cause, it must be evident to all, that the future exertions of our brave defenders must go unrewarded and unnoticed. Another such a victory, nay the continuance of hostilities for twelve months, may annihilate the Fund altogether. The mite of the widow, and the labourer, it is hoped, will be mingled with the donations of the rich and more affluent;

and if any thing more were requisite to stimulate us all on this occasion, it is to be particularly observed, and is well deserving of national notice, that the victorious survivors of the battle of Trafalgar, and the relatives of those who have fallen on that memorable occasion, will suffer very deeply in the distribution of prize money, by the destruction of the prizes having been rendered absolutely necessary, and only four out of nineteen sail of the line captured having been saved.

Our Naval Readers will be gratified on perusal of the following Resolutions of the PATRIOTIC FUND:—

Lloyd's, 3d December, 1805.

At a SPECIAL GENERAL MEETING of the Committee, held this day,

The Right Hon. the LORD MAYOR in the Chair :

Read from the London Gazettes Extraordinary of the 6th and 11th, the Gazette of the 16th, and the Gazette Extraordinary of the 27th November, letters from Vice-Admiral Lord Collingwood, containing his Lordship's official dispatches, relative to the glorious Victory of Trafalgar, with returns of the names and rank of the Officers, and the number of the seamen and marines killed and wounded on board His Majesty's Ships in that memorable engagement: and a letter from Rear-Admiral Sir Richard J. Strachan, Bart., giving an account of the capture of four line-of-battle-ships off Ferrol, by the squadron under his command; with similar returns of the killed and wounded on that occasion.

Resolved, That a Vase, of the value of Five Hundred Pounds, ornamented with emblematical devices, and appropriate inscriptions, illustrative of the transcendant and heroic achievements of the late Lord Viscount Nelson, be presented to his Relict, Lady Viscountess Nelson.

Resolved, That a similar Vase be presented to the present Earl Nelson, of Trafalgar, to descend as an Heir Loom with the Title so gloriously acquired.

Resolved, That a similar Vase be presented to Vice-Admiral Lord Collingwood, who, after the death of the Commander in Chief in the hour of victory, so nobly completed the triumph of the day.

Resolved, That Vases of the value of Three Hundred Pounds each, with appropriate inscriptions, be presented to the Right Hon. Rear-Admiral the Earl of Northesk, and Rear-Admiral Sir Richard John Strachan, Bart.

Resolved, That Swords of the value of One Hundred Pounds each, with appropriate inscriptions, be presented to the surviving Captains and Commanders of His Majesty's Ships who shared in the dangers and glory of those memorable actions.

Resolved, That the sum of One Hundred Pounds be presented to each of the Lieutenants of His Majesty's Navy, Captains of Royal Marines, and other Officers in the second class of His Majesty's Proclamation for the distribution of prize money, who was severely wounded, and the sum of Fifty Pounds to each Officer of the same rank who was slightly wounded.

Resolved, That the sum of Fifty Pounds be presented to each of the Officers in the third class in His Majesty's Proclamation for the distribution of prize money, who was severely wounded; and the sum of Thirty Pounds to each Officer of the same rank who was slightly wounded.

Resolved, That the sum of Forty Pounds be presented to each of the Officers in the fourth class of His Majesty's Proclamation for the distribution of prize money who was severely wounded; and the sum of Twenty-five Pounds to each Officer of the same rank who was slightly wounded; and that additional gratuities be hereafter voted to such Officers as may be disabled in consequence of their wounds.

Resolved, That the sum of Forty Pounds be presented to every Seaman or Marine whose wounds may be attended with disability or loss of limb; the sum of Twenty Pounds to each Seaman or Marine severely wounded; and the sum of Ten Pounds to each Seaman or Marine slightly wounded.

Resolved, That relief be afforded to the Widows, Orphans, Parents, and Relatives, depending for support on the Captains, Officers, Petty Officers, Seamen, and Marines, who fell in these glorious engagements, as soon as their respective situations shall be made known to the Committee.

Resolved, That letters be written to Lord Collingwood and Sir Richard J. Strachan, requesting they will communicate the above Resolutions to the different Ships under their command, and furnish the Committee with the names of the private Seamen and Marines killed and wounded, with such particulars as they can collect, respecting the Widows, Orphans, or other Relatives, who depended for support on the brave men who so gloriously fell in the cause of their country.

Resolved, That the sums contributed on the day of Thanksgiving, be exclusively appropriated to the relief of the Seamen,

Soldiers, Marines, and Volunteers, wounded; and to the Widows, Orphans, and Relatives of those killed, in His Majesty's service, and that a separate account be kept of the same.

HON. CAPTAIN BLACKWOOD.

THE Hon. Captain Henry Blackwood, the gallant Commander of the *Euryalus*, of whom such favourable mention is made in Admiral Collingwood's dispatches, is the sixth and youngest son of a noble Irish family, and one of the most distinguished Officers in the service. He first acquired the rudiments of his profession under Admiral Macbride, and was present in some of the most brilliant actions of the war before last. At different periods, and in various quarters of the globe, he has served under all the great Admirals of the present reign. He served under Lord Howe in the Royal Charlotte, as his signal Midshipman, during the period of the Spanish armament. From this Ship his Lordship promoted him to be a Lieutenant. In the memorable action of the 2d of June, 1794, last war, (again under his Lordship's command), he was first Lieutenant of the *Invincible*, of 74 guns, when she captured the *Juste*, an 84 gun Ship, after a close fought action of two hours, yard-arm and yard-arm. The slaughter in the French Ship was immense. On the return of the fleet to Portsmouth, he was made Master and Commander, and appointed to the command of the *Mægera* Fire-ship, attached to the Channel fleet under Lord Howe. From this Ship he was promoted to the command of the *Brilliant* Frigate, of 28 guns. In this small Vessel, after chasing a Spanish Frigate of superior force under the batteries of Teneriffe, he was engaged by two French Frigates, of 44 guns each, *la Vertu* and *la Regemere*: *la Vertu* first brought him to action, and was beaten off with the loss of her foremast. He maintained as successful a conflict with her consort, and escaped uncaptured. On his return he was made Post Captain, and rewarded for his brilliant exploit with the command of the *Penelope*, a new Frigate of 36 guns, and attached to Lord Nelson's fleet, in the Mediterranean. In this Ship, which for discipline, and, sailing, and manœuvring, was the admiration of every Officer who there witnessed her, he was stationed by his Lordship off the harbour of Malta to watch the *Guillaume Tell*, a French 84 gun Ship, bearing an Admiral's flag, which had escaped from the battle of Aboukir, and was there blockaded by a part of our fleet. Under cover of a dark night, and a gale of wind, she attempted to elude the vigilance of Captain Blackwood, and had cleared the harbour, when

she was attacked by the *Penelope*, raked, and otherwise so roughly damaged in her yards and rigging, as to enable our Ships to come up with, and capture her at day-break. In this action the Master of the *Penelope* had his head shot off. The British and French Commanders did ample justice to Captain Blackwood's conduct on this occasion. In their own dispatches to their respective Governments, he was honourably mentioned; and the French Admiral, in his letter, published in the *Moniteur*, ascribes his capture to the heroic intrepidity of the Commander of the English Frigate, in previously bringing him to action, and damaging his rigging. He was put in charge of the prize, to tow her into port. On the expedition against the French in Egypt, he served under Lord Keith with considerable distinction. At the breaking out of the present war, he was among the first to press forward again at the call of his country, and was immediately appointed to the command of the *Euryalus*, of 38 guns, then just launched; in which Frigate, on the coast of Ireland under Lord Gardner, at Boulogne under Lord Keith, and at Cadiz under Lord Nelson, he has again distinguished himself for his activity and ability, and performed the services which have been so justly noted by his present Commander.

ADDITIONAL PARTICULARS OF THE ACTION OF TRAFALGAR.

THE following statement has reached us, as coming from an Officer of the *Euryalus*. We can by no means vouch for its authenticity; but, as every thing which relates to that splendid victory, in which the illustrious Nelson fought, conquered, and bled, must be highly interesting, we lay it before our readers.

The action was commenced by Admiral Collingwood, in the *Royal Sovereign*, twenty minutes before any other Ship. It was Lord Nelson's intention to have begun the action by passing ahead of the *Bucentaure* (*Villeneuve's Ship*), that the *Victory* might be ahead of her, and astern of the *Santissima Trinidad*. But the *Bucentaure* shooting ahead, his Lordship was obliged to go under her stern, raked her, and luffed up on her starboard side. The *Bucentaure* fired four broadsides at the *Victory* before his Lordship ordered the ports to be opened, when the whole broadside, which was double shotted, was fired into her, and the discharge made such a tremendous crash, that the *Bucentaure* was seen to heel. A short time after this, Admiral Villeneuve sent below, to inquire

the number of her then killed and wounded, which proved to be the amazing number of 365 killed and 219 wounded. He immediately ordered his flag to be struck, the *Bucentaure* being then dismasted and quite unmanageable. Lord Nelson upon this shot ahead to the *Santissima Trinidad*, which soon surrendered. The *Victory* afterwards subdued a third Ship, which closed the action with her. After the *Royal Sovereign*, Admiral Collingwood's Ship, was dismasted, the *Euryalus* was sent to assist her. Such was the spirit of the men, even at this time, that they hailed her with, "My little Ship, heave our head round that our broadside may bear, and we shall soon be at the sally-port." The *Euryalus* then hove her head round, and she gave her opponent, the *Santa Anna*, a broadside that crushed her side in. After Captain Blackwood had performed this service, Admiral Collingwood sent him down to the *Victory*, to inquire the state of Lord Nelson's health. Captain Blackwood went in his own boat, which was rowed down the whole fleet. It is an honourable agreement between two contending fleets, that they never fire on the *Frigates*, nor on any cutter or boat, unless they make a part of the opposing force. Captain Blackwood got on board the *Victory* through one of the ports, while she was engaging the *Santissima Trinidad*. After the action, Captain Prowse, of the *Sirius Frigate*, was sent into Cadiz, with Admiral Collingwood's note to the Spanish Governor-General, which appeared in the *London Gazette*. Captain Blackwood was afterwards sent in twice; the Spaniards were very civil. Captain Blackwood examined the state of the hospitals which had been offered for our wounded men, but found them filled with the Spanish wounded, many of whom were hourly dying. The Spanish at Cadiz were not the least affected at their loss; they seemed to be glad of any circumstance that would deprive them of the French. They were sorry to lose the English and their commerce.

SOME PARTICULARS OF CAPTAIN ROTHERAM.

AS it has been justly said, that every Briton concerned in the memorable battle of Trafalgar was a Hero, there can be nothing uninteresting that relates to any character conspicuous among such Heroes; we have therefore much pleasure in giving the following particulars respecting Captain Rotheram, who commanded the *Royal Sovereign* on that glorious occasion, as some mistakes have appeared in several of the public prints.

Captain Rotheram was born at Hexham, in Northumberland.

His father, more than 40 years ago, removed from Hexham to Newcastle, where he lived many years senior Physician of the Infirmary, and of high estimation, both as a Medical Practitioner, and a man of general science.

Captain Rotheram's elder brother, Dr. John Rotheram, was educated at the High School in Newcastle, and studied Physic and Natural Philosophy under Linnæus, at Upsal. He attended that illustrious man in his last illness. Dr. Rotheram resided at Turnham Green about 15 years ago, and conducted *The Monthly Review*, of which the late Dr. Griffiths was the ostensible Proprietor and Editor; and he died in this present year Professor of Natural Philosophy in the University of St. Andrew's, in North Britain. Captain Rotheram was early instructed in mathematical learning by his father and Dr. Hutton, then of Newcastle, now an ornament of his Country in the Royal Military Academy at Woolwich. He acquired practical navigation in the same school which bred Captain Cook, the Circumnavigator—the *Coal Trade*; and, entering the Navy, he served during the whole of the American war chiefly in the squadron commanded by Admiral Barrington.—Many of our first-rate Officers were *Barringtonians* in early life, and are, to a man, skilful in naval tactics. Captain Rotheram was first Lieutenant of the Culloden, in the memorable battle won by Lord Howe; and commanded the French Ship *le Vengeur* as long as she could swim, saving the lives of many poor fellows when she sunk. So far from her crew having gone down crying "*Vive la Republique!*" as was falsely asserted in France, they laboured under the deepest depression of spirits, and clung round the knees of Captain Rotheram, after their own Commander had quitted the Ship, which he knew could not be kept long above water, and which, there is every reason in the world to believe, he expected and hoped would carry Captain Rotheram and the party who had taken possession to the bottom. In the moment of the Ship's sinking, Rotheram's self-possession and intrepidity were remarkably displayed. He was made Post Captain in 1800. During the latter part of the last war he commanded the *Lapwing*, of 28 guns. In the Royal Sovereign he had a glorious opportunity of evincing both his seamanship and bravery, and he acted a part worthy of himself.

NEW APPLICATION COMPASS.

N. D. STARCK, Esq., of the Royal Navy, has invented an application compass for taking bearings on a chart. This instru-

ment consists of an inner and outer brass concentric circle, the latter of which, when in use, is to be applied to a chart, so that its cardinal points may agree with those of the draft, and its central (metallic) point be directly over the Ship's place. The inner circle is to be set to the variation; and the thread from the centre being laid, will show either the bearings by compass, or true bearings, according to the circle upon which they are read. The instrument may be applied to delineating, plotting, and various other purposes.

ANECDOTES OF LORD NELSON.

MR. EDITOR,

AS you evince a most laudable anxiety in collecting an account of every circumstance that relates to the late Lord Nelson, I have taken the liberty of enclosing the subjoined anecdotes. I have not yet seen them in your respectable publication, and doubt not that they will be generally acceptable to your readers.

Yours, &c.

B. C.

THERE is a remarkable circumstance connected with the loss of Lord Nelson's arm, at the expedition against Santa Cruz. In an earlier part of his life he had received a small sword, as a present from his maternal uncle, Captain Suckling. With the sword, the youthful Hero received the strong injunction, never to part with it but with his life. The brave Horatio was not likely to violate such a charge. He constantly wore his uncle's valued present; and, with this sword in his hand, he led the attack against Santa Cruz. With his arm, the sword necessarily fell: stunned by the shock, he was for some moments deprived of sensation, but, slightly recovering, he remembered the injunction, groped for, and fortunately recovered the sword with his *left* hand, and again relapsed into a state of insensibility. In this manner was he discovered by Mr. Nisbitt, firmly holding the sword. This incident alone, could no other be adduced, would be sufficient to prove Lord Nelson's mind of a superior cast.

IN Lord Nelson there appeared to be something of the statesman, as well as the warrior. After the battle of the Nile he made the best use of his victory. The British Government in India had taken the alarm at the progress of the French in the Mediterranean.

Immediately after the action, the Admiral dispatched a messenger overland to Bombay, with the intelligence of this victory. He also communicated the news to the principal cabinets of the Continent, and revived their drooping spirits.

THE subjoined extract of a letter from Admiral Nelson to his Lady, dated *Vanguard, St. Peter's Island, off Sardinia, May 24, 1798*, is one of the many instances which have been adduced of the religious tendency of the writer's mind. It relates to the storm, in which Admiral Nelson's detached squadron was separated and much damaged, while in quest of the French fleet:—

MY DEAREST FANNY,

I OUGHT not to call what has happened to the *Vanguard* by the cold name of accident; I believe firmly it was the Almighty goodness to check my consummate vanity. I hope it has made me a better Officer, as I feel it has made me a better man; I kiss with all humility the rod. Figure to yourself on Sunday evening, at sun-set, a vain man walking in his cabin, with a squadron around him, who looked up to their Chief to head them to glory, and in whom their Chief placed the firmest reliance, that the proudest Ships of equal numbers belonging to France would have lowered their flags; and with a very rich prize lying by him.—Figure to yourself on Monday morning, when the sun rose, this proud conceited man, his Ship dismasted, his fleet dispersed, and himself in such distress that the meanest Frigate out of France would have been an unwelcome guest. But it has pleased Almighty God to bring us into a safe port, where, although we are refused the rights of humanity, yet the *Vanguard* will, in two days, get to sea again as an English man of war.

IT will be recollected that, upon receiving the news of the victory of the Nile, the Grand Seignior directed a superb diamond *aigrette*, (called a *chelengk*, or plume of triumph), taken from one of the imperial turbans, to be sent to Admiral Sir Horatio Nelson, together with a pelice of sable fur of the first quality.—The following is a translation of the *note* which was delivered to Mr. Smith, His Majesty's Envoy at Constantinople, on the occasion:—

IT is but lately that by a written communication it has been made known how much the Sublime Porte rejoiced at the first advice received of the English squadron in the White Sea having defeated the French squadron off Alexandria in Egypt.

By recent accounts, comprehending a specific detail of the action, it appears now more positive that His Britannic Majesty's fleet has actually destroyed by that action the best Ships the French had in their possession.

This joyful event therefore, laying this empire under an obligation, and the service rendered by our much esteemed friend Admiral Nelson on this occasion being of a nature to call forth public acknowledgments, His Imperial Majesty, the powerful, formidable, and most magnificent Grand Signior, has destined, as a present in His Imperial name to the said Admiral, a diamond *aigrette*, (*chelengk*), and a sable fur with broad sleeves, besides two thousand sequins to be distributed among the wounded of his crew. And as the English Minister is constantly zealous to contribute, by his endeavours, to the increase of friendship between the two Courts, it is hoped he will not fail to make known this circumstance to his Court, and to solicit the permission of the powerful and most august King of England for the said Admiral to put on and wear the said *aigrette* and pelisse.

Sept. 8, 1798.

THE following is an extract from the Queen of Naples' letter to the Marquis de Circello, the Neapolitan Ambassador at London, after Admiral Nelson's arrival at Naples:—

I WRITE to you with joy inexpressible! The brave and enterprising British Admiral Nelson has obtained a most signal and decisive victory. My heart would fain give wings to the courier who is the bearer of these propitious tidings, to facilitate the earliest acknowledgments of our gratitude. So extensive is this victory in all its relative circumstances, that were it not that the world has been accustomed to see prodigies of glory achieved by the English on the seas, I should almost question the reality of the event. It has produced among us a general spirit of enthusiasm. It would have moved you much to have seen my infant boys and girls hanging round my neck in tears, expressing their joy at the happy tidings, made doubly dear to us by the critical period at which they arrived. This news of the defeat of

Buonaparté's Egyptian fleet has made many disaffected persons less daring, and improved the prospect of the general good. Make my highest respects acceptable to their Majesties of England. Recommend the gallant Hero, Nelson, to his Royal Master. He has raised in the Italians an enthusiastic reverence for the English nation. Great expectations were naturally founded on his enterprising talents, but no one could look for so total an overthrow of the enemy. All here are frantic with excess of joy.

PREVIOUSLY to the blockade of Malta, after two summonses of the Portuguese Admiral, calling upon the French Admirals, Vaubois and Villeneuve, to surrender, and deliver up their Ships of war, &c. ; Admiral Nelson, on the 25th October, 1789, sent them a third, proposing that the French soldiers and sailors should be landed in France without being considered prisoners of war, and that the lives of the Maltese who had joined them, should be spared, and that he would mediate with their Sovereign for the restitution of his property. "But," added our spirited and resolute Admiral, "should these offers be rejected, or should any of the Ships escape, notwithstanding my vigilance, I declare that I will not listen to any capitulation which the General may hereafter be obliged to propose to the inhabitants of Malta; and what is more, that I will not interest myself in any manner for the pardon of those who have betrayed their duty to their country.

"I pray you to believe that such is the determination of the English Admiral."

THE sword which was presented to Lord Nelson by the King of Naples, at the time that he conferred on him the dukedom of Bronté, derives additional value from the anecdote which attends it. Charles the Third, on his departure for Spain, presented this sword to the King of Naples, observing, as he gave it, "With this sword I conquered the kingdom, which I now resign to you: it ought in future to be possessed by the first defender of the same, or by him who restored it to you, in case it should ever be lost."

LORD NELSON'S diamonds are stated to be of great value. These things generally fall short of the estimate, and we are sure that all those who admire the valour of his Lordship, will lament

to hear, that before he went out to take the command of the Mediterranean fleet, he was obliged to dispose of such of his jewels as were not of a nature to be left to his family, as trophies to illustrate the titles conferred on him by his King, and the Sovereigns in alliance with his country. He disposed of snuff-boxes, and other articles, to Messrs. Rundal and Bridges; but the chief presents, (including the chelengk and sword of the Grand Signior), he has left to descend with the title.

THE following is a letter from Lord Nelson to his confidential friend, Alexander Davison, Esq., of St. James's Square:—

Victory.

DAY by day, my dear friend, I am expecting the fleet to put to sea; every day, hour, and moment; and you may rely, that if it is within the power of man to get at them, that it shall be done; and I am sure that all my brethren look to that day as the finish of our laborious cruise. The event no man can say exactly; but I must think, or render great injustice to those under me, that let the battle be when it may, it will never have been surpassed. My shattered frame, if I survive that day, will require rest, and that is all I shall ask for. If I fall on such a glorious occasion, it shall be my pride to take care that my friends shall not blush for me: these things are in the hands of a wise and just Providence, and his will be done. I have got some trifle, thank God, to leave to those I hold most dear, and I have taken care not to neglect it. Do not think I am low spirited on this account, or fancy any thing is to happen to me; quite the contrary. My mind is calm, and I have only to think of destroying our inveterate foe. I have two Frigates gone for more information, and we all hope for a meeting with the enemy. Nothing can be finer than the fleet under my command. Whatever be the event, believe me ever, my dear Davison, your much obliged, and sincere friend,

NELSON AND BRONTE.

LORD COLLINGWOOD.

IT must be fresh in the recollection of our readers with what intrepidity Admiral Collingwood, upon the return of the combined squadrons to Cadiz, in their flight from Lord Nelson, anchored with only four sail of the line off the harbour's mouth, and actually blockaded the enemy. The style in which he brought his column

of the fleet into action, was highly gratifying to Lord Nelson, who expressed his satisfaction of it to Captain Hardy, a short time before he received the fatal wound which deprived his country of its most illustrious warrior. Indeed, the state of his Ship, on which he only modestly glances, affords a most convincing proof of the intrepid part which he took in the action. The Royal Sovereign, which bore his flag, is said to have had 400 men killed and wounded, and was otherwise so disabled, that he was obliged to quit her after the action. We cannot deny ourselves the pleasure of here quoting the Admiral's own words respecting this event, as they will evince, better than any thing we could say, what indeed is evident from every part of his dispatch, as well as from every part of his conduct during the battle, that the Hero of Aboukir, Copenhagen, and Trafalgar, could not have left a more fit representative in respect to spirit, intrepidity, talents, modesty, or piety, than the brave Collingwood.—“The Royal Sovereign having lost her masts, except the tottering foremast, I called the Euryalus to me, while the action continued, which Ship, lying within hail, made my signals, a service Captain Blackwood performed with very great attention. After the action, I shifted my flag to her, that I might the more easily communicate orders to, and collect the Ships, and towed the Royal Sovereign out to seaward” What a contrast between the modest terms in which this brilliant victory, the greatest perhaps that ever was achieved, either by sea or by land, is announced, and the pompous gasconades of Buonaparté!

LORD NELSON.

THE title conferred on the brother of Lord Nelson is a gratifying proof of the high sense which His Majesty entertains of the glorious achievements of this departed Hero. There will, no doubt, be added to it a pension, to descend to the latest posterity, corresponding with the value of the services he performed for his country. The introduction of Merton, as the second title, has been adopted with becoming attention to the partiality of the Noble Lord; and, we trust, his wishes, in respect to this place, as well as to every other object that was dear to him, will be equally attended to. The very moderate state of his fortune induced him (as we know, much against his heart) to direct by his last will, that the greatest part of it should be sold to constitute a fund, with which to make a settlement of one thousand pounds a year on his Lady. The house, and part of the land, he has

bequeathed to the person, of all others, whom he most perfectly esteemed.—His estate at Bronté has never produced him a guinea, as ever since the year 1799 he has directed every shilling of the revenue, which is about 3,500*l.* sterling per annum, to be laid out in improvements, under the immediate direction of Mr. Gibbs, Banker, at Palermo. This estate, subject to a small legacy, he has left his brother, now Earl Nelson, and to his heirs; but his means were too limited for all the objects of his tenderness; and we trust that His Majesty, by an addition to the honours with which he has distinguished his family, will graciously meet the wishes of national gratitude, and immediately make an ample provision for every part of the family.

Mr. Matcham, married to one of his amiable sisters, is a man of independent fortune. Mr. Bolton, married to the other, is not so—and to them, and their family of five children, deprived, by this unfortunate event, of the active brotherly friendship of Lord Nelson, the munificence of His Majesty will come with peculiar grace. To Earl Nelson and his heirs for ever, Parliament will, no doubt, attach an estate becoming the splendour of the title which the King has conferred. There are but 170 acres lying about the house at Merton; but it was the intention of the gallant Hero, if he had been allowed to reap the harvest of wealth, which was unduly snatched from his hand, to have made it a noble place. The classical character of Merton Abbey in our history, once the seat of our Parliament, and the residence of our Kings, with the River Wandle running through it, had peculiar charms for his heart; and he has more than once formed the plan, and enjoyed the idea, of sitting down here with his affectionate family, upon an extensive domain. We hope the nation will carry his desire into execution.

ADMIRAL GRAVINA.

WHEN Gravina returned to Cadiz after our glorious victory of the 21st, fresh troops were immediately put on board his Ships, and he was literally *forced out to sea*. The Spanish Governor conceived that he might pick up some of the straggling Ships—lamentably were they mistaken—a second action only added to their disasters—his own Flag-ship was dismasted, together with the *Rayo*, of 100 guns, Commodore M'Donel. The latter fell into our hands, but she experienced the fate of several others, and is not destined to reach an English port. She was driven ashore and destroyed. Gravina was wounded in the second action.

MELANCHOLY ACCIDENT.

A MELANCHOLY accident lately happened on board *le Formidable*, of 84 guns, Admiral Dumanoir, prize to Rear-Admiral Sir R. Sturges, lying in Hamoaze. As a fine young man, a royal marine, of the *Cæsar*, was assisting to pack away the musketry and pistols in the arms chest, and to discharge those loaded, one musket by accident, under the arm of his comrade, went off; the bullet took off the top of the thigh bone. He was conveyed to the Royal Naval Hospital. On the Surgeon's examining and probing the wound, he found the bone shattered so much as to form a mortification, it being supposed the ball was lodged in the pulvis. The poor fellow, almost in the agonies of death, heroically declared he would not have minded being killed in the action—but to die from so foolish an accident was dreadful! He soon expired, and the Coroner's Inquest brought in a verdict of *Accidental Death*.

BENEVOLENT TRAIT OF THE LATE LORD NELSON.

Plymouth, Nov. 13.

A MOST curious circumstance respecting the ever-to-be-lamented Lord Nelson, happened on Monday last:—As Colonel Tyrwhitt, Vice Warden of the Stannaries, Cornwall, and Devon, was, with other gentlemen, looking through a telescope at the French prizes going up the harbour, he observed a fine little boy, of an open countenance, cheering with his play-fellows, and heard him several times called Nelson. This raised (on being often repeated) his curiosity to know who the boy was. Colonel Tyrwhitt went to his father's cottage, who was a quarry-man, and lived at Rusty Anchor, under the West Hoe. By this time the boy was returned, first appearing shy, but on a little conversation, this wore off, and the boy said, Lord Nelson was his godfather, but he was shot and killed the other day in a great battle. The Colonel then entered the hut, and found the father, who had lost a limb in the *Minotaur*, in the battle of the Nile, and his wife and four children, clean, though poorly dressed. Colonel Tyrwhitt then asked if the circumstance was true of Lord Nelson's being godfather to this little boy, and was answered yes: the mother then produced the certificate of his baptism, at the British Factory Chapel, Leghorn, July 1800, attested by the Clergyman, Rev. Mr. Cummins—and signed

EMMA HAMILTON,
WM. HAMILTON,
NELSON and BRONTE,

The child was named Horatio Nelson. His mother was washer-woman on board the *Minotaur*, of 74 guns, Captain Louis: when the child was born in the bay of Leghorn, his Lordship, Sir Wm. and Lady Hamilton, said they would stand sponsors. He had promised when the boy grew up to put him to sea, and give him a nautical education. But after the Peace of Amiens, these poor people, through ignorance, forgot (though desired by his Lordship when he sailed for England) to write him where they were settled. The *Minotaur* was paid off at this port, and the father of the boy, with his small pension and by hard work, contrived to maintain his family ever since. After talking over the circumstance of the intended kindness of Lord Nelson to this poor little boy, if he had known their situation and place of abode, Colonel Tyrwhitt, determined to follow up his Lordship's good wishes, has taken the boy as his *protégé*, and with his usual humanity had him directly clothed, and has put him to school, meaning to give him a regular nautical education to fit him for the naval service of his country. A little purse, by way of subscription for present purposes, has been opened under the patronage of Mrs. Admiral Sutton, which will no doubt be soon filled, out of respect to the memory of a Hero, beloved, admired, and almost adored, and whose memory will be cherished and entwined round the heart-strings of every lover of British naval virtue and heroism.

MONUMENT TO BE ERECTED AT LIVERPOOL TO THE
MEMORY OF LORD NELSON.

AT a meeting of the inhabitants of the town of Liverpool, held in the Town Hall, it was resolved, that a naval Monument, to the memory of Lord Nelson, be erected in the centre of the area of the New Exchange Buildings; and that the memorable words of Lord Nelson, in his last orders to his conquering countrymen, be inscribed on such monument, "England expects every man will do his duty." A sum, amounting to nearly 4,500*l.* has been already subscribed, and it is every hour increasing.

LOVE OF THE SEAMEN TO LORD NELSON.

IF there needed a proof how much Lord Nelson was adored by the whole fleet, a strong one is afforded in the conduct of a seaman belonging to the *Victory*, whilst under the hands of the Surgeon, suffering the amputation of an arm. "Well," said he, "this by some would be considered a misfortune, but I shall be proud of it, as I shall resemble the more our brave Commander in Chief."

Before the operation was finished, tidings were brought below that Lord Nelson was shot:—the man, who had never shrunk from the pain he had endured, started from his seat, and exclaimed, “ Good God! I would rather the shot had taken off my head, and spared his life!”

VOTE OF THANKS OF THE WEST INDIA MERCHANTS TO
LORD NELSON.

*Extracts from the Minutes of Meetings of the West India
Merchants.*

August 23d, 1805.

“ SIR RICHARD NEAVE, Bart. in the Chair.

“ RESOLVED,

“ THAT the prompt determination of Lord Nelson to quit the Mediterranean in search of the French fleet, his sagacity in judging of and ascertaining their course, his bold and unwearied pursuit of the combined French and Spanish squadrons to the West Indies and back again to Europe, have been very instrumental to the safety of the West India Islands in general, and well deserve the grateful acknowledgments of every individual connected with those Colonies.

“ RESOLVED,

“ That a deputation from the Committee of Merchants of London trading to the West Indies, be appointed to wait upon Vice-Admiral Lord Viscount Nelson, to express these their sentiments, and to offer him their unfeigned thanks.”

“ October 18th, 1805.

“ BREESTON LONG, Esq. in the Chair.

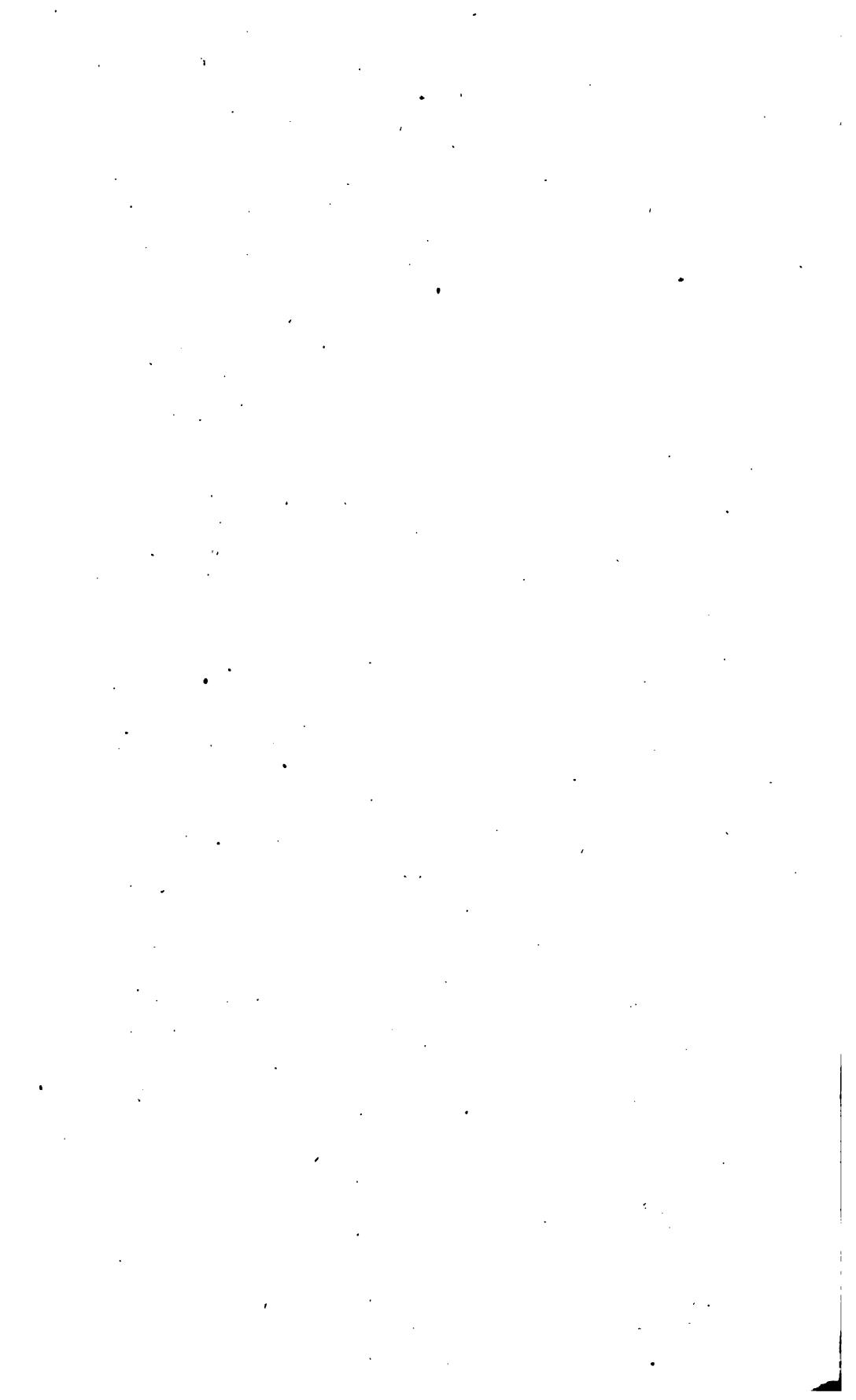
“ The Chairman reported, that the Deputation appointed at the Meeting of the 23d of August last, had waited upon Lord Nelson with the Resolutions of that Meeting, and that the following letter had since been received from Lord Nelson by Sir Richard Neave.

“ SIR,

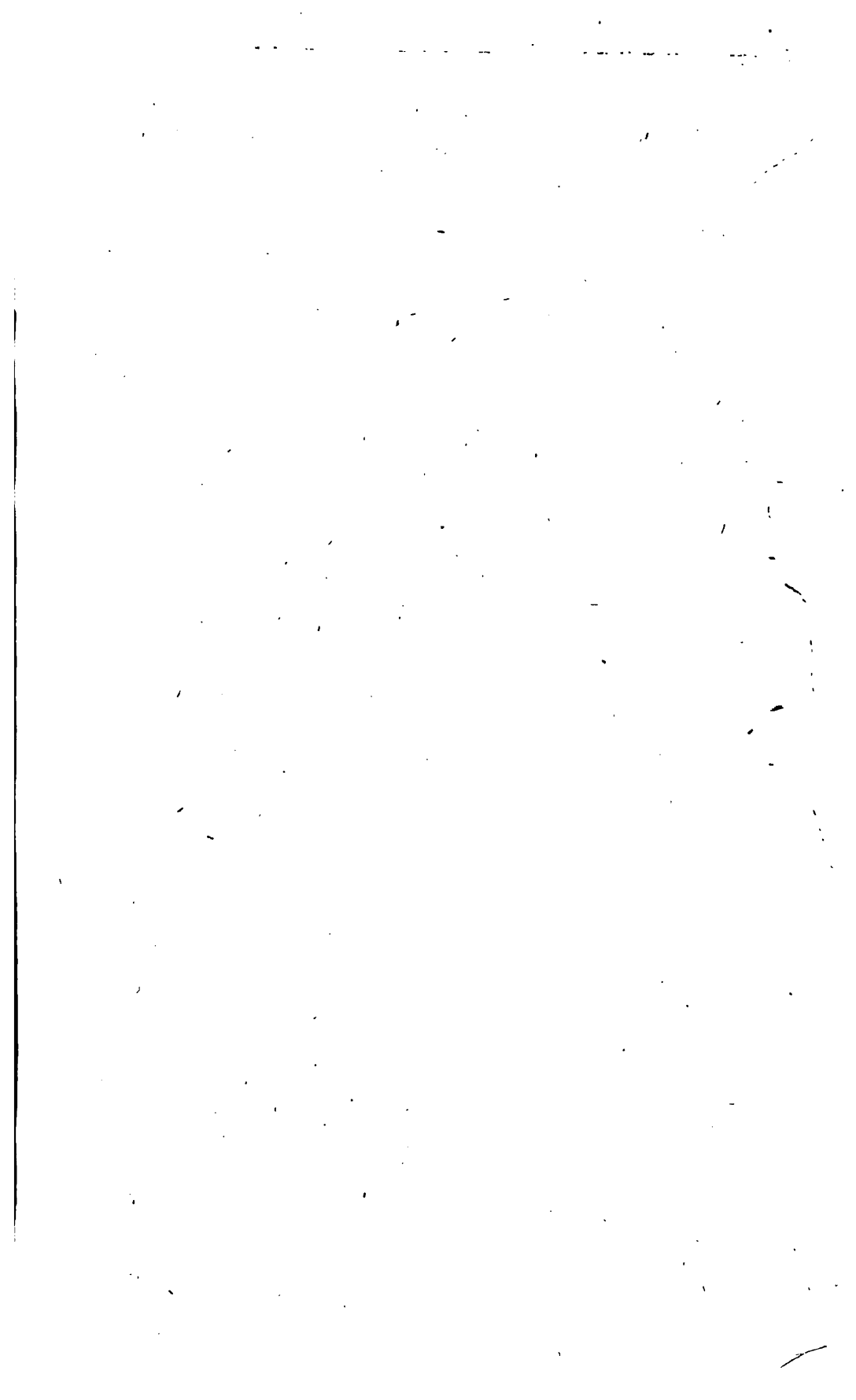
“ London, August 28th, 1805.

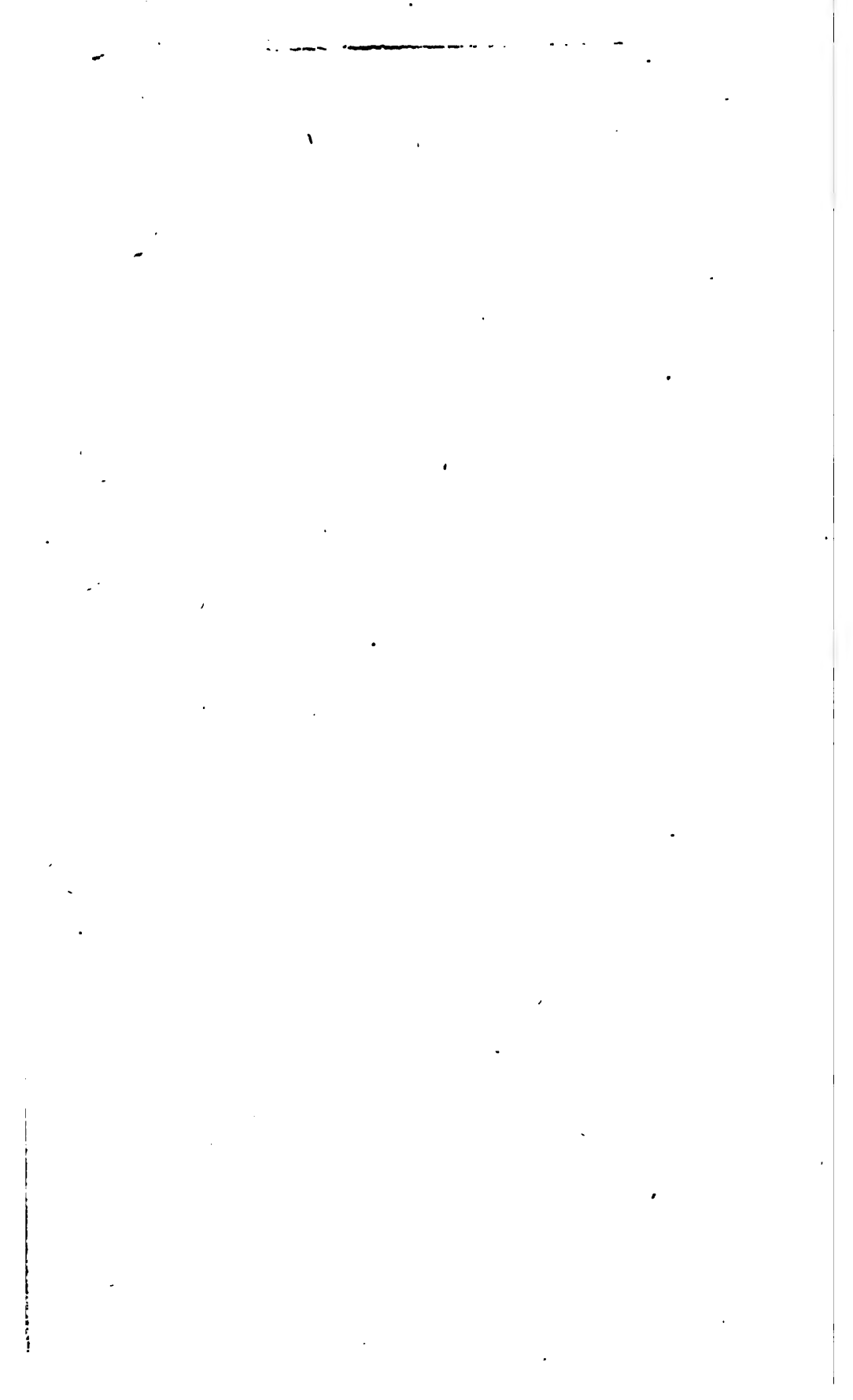
“ I beg leave to express to you and the Committee of West India Merchants the great satisfaction which I feel in their approbation of my conduct. It was, I conceived, perfectly clear that the combined squadrons were gone to the West Indies, and therefore it became my duty to follow them.

“ But I assure you, from the state of defence in which our large Islands are placed, with the number of regular troops, numerous









well-disciplined and zealous militia, I was confident not any troops which their combined squadron could carry, would make any impression upon any of our large Islands before a very superior force would arrive for their relief.

“ I have the honour to remain,

“ Sir, and Gentlemen,

“ With the highest respect,

“ Your most obliged and obedient servant,

“ NELSON AND BRONTE.”

“ Sir Richard Neave, Bart.
and the Committee of West
India Merchants.”

PLATE CXCIII,

FROM a Drawing made by Mr. Pocock, after a sketch sent by the following Correspondent, to whom our best thanks are due.

MR. EDITOR,

Off Boulogne, 31st July, 1804.

I HAVE sent you a sketch of the entrance of the harbour of Boulogne, as seen from our Ships, and have added a description of that town, and the situation of the enemy, and the French ports; where the grand flotilla is, that threatens England with invasion and destruction. This is very nearly like it: you will observe part of the town of Boulogne and the harbour. The forest of masts which you see in the harbour is part of the grand flotilla; it is said there are above a thousand Vessels; those you see outside are very heavy Gun-brigs and Luggers, moored at a little distance from each other, to the extent of four or five miles under their forts, which are numerous; they have guns planted all along their coast; and those Vessels are moored outside to prevent our bombs throwing shells into the harbour and town. The English squadron anchored about three miles from them, but cannot go near enough to do them any mischief, in consequence of their forts; they suffer more from the sea (when the wind shifts suddenly and blows on them) than from our Ships; we frequently get within gun-shot of them, but then are sure to receive shot from their forts, which have very long and heavy metal in them; of course they must throw their shot and shells much farther than our Ships and Bombs can do; they are almost constantly firing at our Ships and Vessels that frequently run near in shore; but seldom strike them. Many calm nights have we been at anchor off this place, in our own Ship alone, and have expected an attack from the enemy; which is their

time in a calm, in their Gun-boats, which carry a number of oars; and they could easily pull towards us, while our Ship could do them little damage, for want of a breeze: but they have never attempted it, are afraid a breeze should spring up, therefore do not venture within reach of our guns, and we are always ready for them should they ever come out to board us. We go to bed and sleep as sound, although so near the enemy, as we should do in our lodgings on shore, (at least I answer for myself, and can with propriety for all my shipmates,) wrapped up in security, conscious of our strength. We fear them not; on the contrary we all wish they would come out and fight us, for we are tired of being idle.

It is but 27 miles from Boulogne to England; in one night the enemy could come over, if we would permit them; they have between 40 and 50 thousand troops encamped on the heights.

Boulogne is a very ancient town; it was a place of note in the time of the Romans. Julius Cæsar sailed from thence when he first invaded England, and Buonaparté wishes to follow his example, to play Julius Cæsar over us, but he finds to his vexation, that we are better able to defeat his purposes, than the ancient Britons were the conquerors of their country. We frequently sail across in three hours; have set sail for England after breakfast, dined off France, and back again to *Dungeness* to supper.

J. T.

CORRESPONDENCE.

MR. EDITOR*,

IT having appeared, that of the nineteen Ships of the line which struck to the English fleet in the late engagement off Cape Trafalgar, two of them took advantage of the weather, and ran into Cadiz; I beg leave to draw the attention of the government, and of the nation, to this unwarrantable proceeding.

In its most material circumstance, it is an exact counterpart of what was done by a French 74-gun Ship, *le Hero*, after having struck to the *Magnanime*†, commanded by Lord Howe, in the memorable defeat of *Conflans*, by Sir Edward Hawke, on the 20th of November, 1759.

Le Hero having got to the leeward towards the close of the day, was pursued by the *Magnanime*, of equal force. So close was the fight, that in ranging up alongside the enemy, the cat head of the *Magnanime* was carried away, and the anchor thereto suspended

* We are inclined to think that this communication is from the same Officer, who sent a plan of the glorious action off Trafalgar, to the Admiralty.

† See Memoir of Lord Howe, Vol. I, page 14.

was snapped asunder. When the *Hero* had struck her colours, Lord Howe, preparing to anchor, ordered her also to anchor near the *Magnanime*, in which he was obeyed. By this time it was nearly dark, and the night was tempestuous. As the first Lieutenant of the *Magnanime* was about to step into a boat to take possession of the *Hero*, seven Ships of the enemy were seen steering right down upon the English Ship, which again prepared for action, and the Lieutenant did not choose to quit her under those circumstances.

By the time those seven Ships made a change in their course, and passed the *Magnanime*, it was too dark, and the sea ran too high to put an English Officer on board the *Hero*. At the first dawning of the succeeding day, that Ship was seen before the wind, and very soon after to run aground on the Four Sand, from whence the crew found means to escape to land. Conflans' own Ship, the *Soleil Royal*, shared the same fate, and her crew had the same fortune. The two Ships were burned by the English.

But the running away with the *Hero*, a surrendered Ship that struck her colours in action; which is the pledge of submission on receiving quarter, was not passed over as an excusable practice. Sir Edward Hawke sent Lord Howe with a flag of truce to the Duc d'Aguillon, who had the supreme authority on that coast, to remonstrate against this act of his countrymen. The first Captain of the *Hero* was supposed to be then at the Duc d'Aguillon's; but did not make his appearance; the second Captain, however, was there introduced to Lord Howe. The acts of striking the colours, and surrendering the Ship, were acknowledged; the impropriety also of afterwards running away with the Ship was admitted in the fullest extent—but it was represented to have been the act of the sailors, in contempt and defiance of the authority of their Officers, and the motive of the sailors was stated to have been the dread of lying several years in an English prison.

On Lord Howe's representing the dreadful consequences that might ensue from such a practice, as it might put an end to giving quarter on a mere striking of the colours, and cause our naval wars to degenerate into the cruelty of the barbarous ages; and on his demanding a list of the crew of the *Hero*, and that they should be considered and accounted for at the exchange of prisoners between the two nations; these terms were immediately agreed to, and are a precedent which, on the present occasion, ought to be acted upon, in vindication of the rights of war, and the honour of the nation.

The Admiralty may have this fact authenticated by Admiral William Peere Williams, and Sir Andrew Snape Hamond, Comptroller of the Navy; both of whom, as well as the writer, were at that time under the command of Lord Howe.

TRIDENT.

MR. EDITOR,

I HAVE had an opportunity of seeing a Gibraltar Gazette, which is peculiarly interesting, owing to the information it contains coming immediately from the British Ships which put into Gibraltar after the action off Trafalgar. I therefore send you such extracts for insertion, as contain facts unnoticed, or imperfectly related in our English publications.

Extracts from the Supplement to the Gibraltar Chronicle for Saturday, Nov. 2, 1805.

WE have endeavoured, since the arrival of the Victory, the Ship on board of which Lord Nelson's flag was flying during the whole of the late action, to obtain every information in our power on the subject. It was his Lordship's intention to have broken through the enemy's line, between the tenth and eleventh of the enemy's Ships in the van; at the same time that Admiral Collingwood penetrated their line about the twelfth Ship from the rear: but finding the enemy's line in that part so close, that there was not room to pass, he ordered the Victory to be run on board of the Ship that opposed him; and the Temeraire, by which the Victory was seconded, also ran on board of the next Ship in the enemy's line, so that these four Ships were for a considerable time engaged together in one mass as it were, and so close, that the flash of almost every gun fired from the Victory set fire to the Redoubtable, to which Ship she was at that time opposed: whilst our seamen, with the greatest coolness, were at intervals employed, in the midst of the hottest fire, in throwing buckets of water to extinguish the flames on board of the enemy's Ship, lest, by their spreading, they might involve both Ships in destruction. We question if ancient, or modern history, can produce a more striking instance of cool and deliberate valour; and it certainly reflects the highest honour upon the discipline and intrepidity of that Ship's crew.

Lord Nelson, on receiving his wound, was immediately sensible it was mortal; and said with a smile to Captain Hardy, with whom he had been talking at that moment, "*they have done for me at*

last." He was soon obliged to be carried off the deck; and as they were conducting him below, he remarked the tiller-rope being too slack, which he desired them to acquaint Captain Hardy with, and have it tightened. His anxiety for the event of the day was such, as totally to surmount the pains of death, and every other consideration; he repeatedly sent to inquire how the battle went, and expressed the most lively satisfaction to find it favourable. Whilst bearing down on the enemy's line, he had repeatedly said, "*that it was the happiest day of his life, and that from the plan of attack he had laid down, he expected that he should have possession of twenty of their Ships before night.*" His lower extremities soon became cold and insensible, and the effusion of blood from his lungs often threatened suffocation: but still his eyes seemed to brighten, and his spirits to revive, at hearing the cheers given by the crew of the Victory, as the different Ships of the enemy surrendered. About four o'clock he became exceedingly anxious to see his friend Captain Hardy; and he sent for him several times, before that gallant Officer thought it prudent to quit the deck at so interesting a moment. About five o'clock, however, when he saw that the victory was completely decided, and the battle nearly ended, he was enabled to attend to the last wishes of the dying Hero, who eagerly inquired how many Ships were captured? On being told by Captain Hardy, that he was certain of twelve having struck, which he could see, but that probably more had surrendered, his Lordship said, "What, only twelve! there should at least have been fifteen, or sixteen, by my calculation: however, (after a short pause, he added), twelve are pretty well!" He now said, "that he felt death fast approaching, and that he had but a few minutes to live: He could have wished to survive a little longer, to have seen the fleet in safety; but, as that was impossible, he thanked God that he had outlived the action, and had been enabled to do his duty to his country." About this time he was roused by another cheer from the crew of the Victory, at their seeing some more of the enemy's Ships strike their colours; at which he expressed the highest satisfaction on learning the cause, and shortly after expired without a groan. The Frenchman by whose hand this matchless Hero fell, was soon afterwards shot by Mr. Pollard, Midshipman of the Victory, and was seen to fall out of the mizen-top.

It was his Lordship's intention to have engaged the Bucentaure, the French Commander in Chief's Ship, at first, if he could have distinguished her: but singular as it may appear, no person on

board could discover the French Admiral's flag to be flying during the whole of the day ; though the Victory was for a considerable time within pistol-shot of her, and handled her so severely, as to render her incapable of taking any share in the engagement afterwards.

Three of the French Ships in the van, who had no part in the action, and one of which carried a Rear-Admiral's flag, had the inhumanity, and cowardice, as they were making their escape, to fire for a considerable time upon the Santissima Trinidad, and several others of the crippled Spanish prizes, after they had surrendered to us, which, from their situation, were incapable either of opposition or flight, and an immense number of the Spanish were killed and wounded, from this unprecedented and bloody deed of their good and faithful allies. We solemnly pledge our credit for the truth of this extraordinary fact, to which every Officer on board of our victorious squadron now in the bay can bear witness. Indeed such was the indignation felt and expressed by the Spaniards, at the conduct of the French ; that when, two days after the action, seven of the enemy's Ships came out of Cadiz, in hopes of retaking some of the disabled prizes, the Spanish crew of the Argonauta, in a body offered their services to the British Officer who had charge of the prize, to man the guns against any of the French Ships ; and they were actually stationed at the lower-deck guns for that purpose, whilst the English seamen manned those of the upper deck. The English Officer on board returned all the Spanish Officers their arms, and placed the most implicit confidence in the honour of the Spaniards ; which he had no reason to repent : for though their numbers were so superior, as easily to have enabled them to retake the Ship, yet they on every occasion showed the utmost submission and good conduct, and declared, that if a Spanish Ship came alongside of them, they would quietly go below and leave the English to act for themselves.—His Majesty's Ship Prince, of 98 guns, Captain Grindall, is come in here, having on board Rear-Admiral Don Baltasar Hidalgo de Cisneras, with the Captain and 500 men belonging to the Santissima Trinidad. Also the Revenge, of 74 guns, Captain Moorson ; Agamemnon, 64, Captain Sir E. Berry ; Thunderer, 74, Lieutenant Stockam ; Bellerophon, 74, Lieutenant Cumby ; Colossus, 74, Captain Morrice ; and Victory, 100, Captain Hardy, on board of which is the body of Lord Nelson. Also just arrived His Majesty's Ships Conqueror, 74, Temeraire, 98, Royal Sovereign, 100, Defence, 74, Orion, 74, and Phoebe Frigate, with two of the prizes, the French Swiftsure, 74, and Ildefonso, 74.

Though it is highly honourable to the bravery of the Spanish nation, we most sincerely regret to find, that the loss both in Ships and men on this occasion has chiefly fallen upon them; they were unwillingly dragged into the contest by their *good and faithful allies* the French; who were, as usual, the first to fly, and desert them in the middle of the action; it appearing from every account that four of the French Ships were seen running away, about two hours and an half after the battle had began.

As these extracts from the *Gibraltar Chronicle*, published at Gibraltar, and but just received, cannot but prove interesting to your readers, I have sent them for your Work.

December 4, 1805.

LIEUTENANT H——.

MR. EDITOR,

I SEND the following extracts from the Sermon that was preached by the Rev. J. S. Clarke, at Trinity Chapel, Conduit Street, on the Thanksgiving Day, Dec. 5, 1805; as the tribute paid to the memory of Lord Nelson, and the Captains Cooke and Duff, must be particularly grateful to the feelings of your readers; and I remain your well-wisher,

LIEUTENANT H.

MACCABEES, BOOK I, CHAP. IX: VER. 20 AND 21.

“All Israel made great lamentation for him, and mourned many days; saying, “How is the valiant man fallen, that delivered Israel!”

IT forms the highest gratification to the liberal and zealous mind of a christian, to pour forth in the presence of his God the devout emotions of a grateful heart—“to enter into his gates with thanksgiving, and into the courts of his sanctuary with praise.” Even when the battle is past, which has torn from a country one of the first objects of her affection; the Christian Patriot humbly submits to the decrees of Heaven, bows before the passing Angel of death; and unites, with his Sovereign and his Country, in ascribing unto the Lord “the honour due to his name, who, with his own right hand, and with his holy arm, hath gotten himself the victory.”

The sacred Navy of these Kingdoms, that impenetrable bulwark against our enemies; advancing gradually from strength, to

strength, by achievements which almost appear too great for earthly glory, was the first to perform that holy and essential duty, for which we are at present assembled: when the tremendous scene of death had closed, and a victory succeeded, which is unrivalled in the history of mankind, our surviving Commander thus acknowledged that Superior Power, "whom the winds and the sea obey:"—"The Almighty God, whose arm is strength, having of his great mercy been pleased to crown the exertion of His Majesty's Fleet with success, in giving them a complete victory over their enemies, and that all praise, and thanksgiving, may be offered to the throne of grace, I have appointed a day of general humiliation before God, and of thanksgiving, for this his merciful goodness."

And it is to this sublime cause, rather than to any other, that the present commanding ascendancy of The British Navy must be assigned. Natural courage, and energy of mind, are not alone sufficient to enable men so uniformly to hurl a bold defiance in the face of a tyrant, the proud contemner of the believers in an overruling God.—A series of victory, such as our intrepid seamen have enjoyed, cannot proceed alone from their courage, however known and approved. The arm of man, unless upheld by Providence, cannot long prevail, the stoutest heart will sometimes be suddenly appalled: but when that heart is strengthened by a firm belief in christianity, all earthly terrors are subdued, death then ceases to possess its sting, and the grave its victory.

* * * * * Nor let the Preacher be deemed guilty of enthusiasm, who after due reflection is inclined to believe; "That our naval power has been selected by Providence in these latter ages, to preserve the memory of civil liberty amidst a slavish world." From the remotest period, an awful grandeur has ever accompanied the intrepid, but unassuming character of a seaman. In the mysterious Thebath, the ark, that was constructed under the immediate direction of God, and which preserved the remains of the antediluvian world, we discern the origin of those bulwarks by which christianity and freedom are now supported: and this sacred origin of naval architecture, this sublime archetype of navigation, was afterwards long commemorated by different pagan nations in their religious processions.

And when the glorious light of christianity arose to gladden and exalt the heart of man, when the principles of that religion descended with the Son of God, which first admonished the intrepid seaman to love his enemies, and to be merciful to the van-

quished; whence did our blessed Lord select some of the first preachers of its noble and sublime doctrines? Was it not from the Sea Shore of Judea, and the Vessels of her Mariners, that he called many of his Apostles; who were among the first to plant the Cross of Jesus, and to die in its defence?

Strange as the assertion may appear, it is yet a fact, on which you may rely; that although the religion and liberties of these kingdoms have been repeatedly supported by the intrepid spirit of its mariners, the real and devout character of a British Seaman is yet but imperfectly understood, and not always valued as it deserves.—Christianity in its purest state, utterly devoid of hypocrisy, forms the general and leading feature of a seaman's character: it guides him through the perplexed mazes of his duty, like the conducting fire which led the chosen warriors of Israel on their way; it teaches him humility, patience, and obedience—it commands him to suffer long, and to be kind: for the life of a mariner is past in a continual survey of the most sublime object in nature, which is The Ocean, and in conducting the most wonderful work of art, which is the Ship that bears him through it: unto him is given to trace the Creator of the World in the sublimest of its features; he sees him in the ocean, he hears him in the tempest, and looks for his protection amidst the winds and waves!

Thus is that religious principle nurtured, and matured, which pervades the minds of our seamen; and creates that daring, resistless, but humane spirit, which has rendered them the wonder, terror, and admiration of our enemies—which has caused them to be honoured in their generations, and to become the glory of their times. Few persons, that have not witnessed it, can imagine with what solemnity, and devotion, the holy service of the established Church is performed on board our squadrons; nor with what zeal the orders of our Admiral for a general day of humiliation and thanksgiving would be obeyed. Infidels have beheld this glorious sight, and trembled: the astonished captive, who had been brought up in the specious doctrines of a false philosophy, long since acknowledged the influence of a Duncan's piety, and "almost was persuaded to be a Christian." The venerable Sage, who now presides over the Councils of the British Navy, yields not to any one, in his zeal for religion; and the lamented Hero of Egypt, and of Trafalgar, (whose immortal memory we are assembled to consecrate), with his last words declared, that his *Faith*, as well as his *Bravery*, was steadfast. "Thy will, O God! be done."

But every circumstance in the varied and glorious career of this

renowned Admiral, displayed the enterprise and daring spirit of a Christian Hero: compare it, for only an instant, with the tinsel and artificial lustre of his implacable Foe—the furious and bloody Corsican, and the superior virtues of our immortal Countryman will show this monster in his proper light. Our lamented Hero often felt and acknowledged a supernatural influence, which seemed to raise him above the common vicissitudes of life; and made him feel, from his youth upwards, that he was born to perform great and unrivalled exploits: “If God gives me life,” he would often exclaim, “I will be renowned!” His intrepid spirit, and uniform perseverance, bore down obstacles that would have impeded common minds, and proved the truth of his favourite opinion—“That perseverance in the race that is set before us will generally meet with its reward; even in this life.”—“My great and good Son,” said his aged and reverend Parent, “went into the world without fortune, but with an heart replete with every religious virtue.” The devout spirit, which this gallant Officer so often displayed in his public letters, was also visible in the more secluded duties of his private life. At the close of the year 1797, when he had recovered from the loss of his arm, he went to the Parish Church of St. George, and there delivered the following thanksgiving for the next Sunday, (which is still extant in his own hand-writing)—“An Officer desires to return thanks to Almighty God for his perfect recovery from a severe wound, and also for the many mercies bestowed upon him.” But not to dwell on facts, however splendid, which are cherished in the grateful hearts of his countrymen, let us rather, on this occasion, observe the striking comparison which exists between this illustrious Hero and the sacred fame of that warrior to whom I have alluded in the text:—for him also his Country “made great lamentation, and mourned many days, saying, How is the valiant Man fallen, that delivered Israel!”

Mr. Clarke then proceeded to draw a comparison between Lord Nelson and the renowned Judas Maccabeus, who like him fell in battle; and then concluded as follows:—

And let us, like Israel, ever cherish the blessed remembrance of our fallen and renowned Hero; and with our hearts zealously answer to the signal with which he led into the battle—“**ENGLAND EXPECTS EVERY MAN TO DO HIS DUTY.**” England! the depository of civil and religious freedom for the rest of mankind! and while we continue to do our duty, there are still hopes that the degenerate sons of men may sometime or other catch this noble

fire, and vindicate their ravaged Birth Right. Let us also duly honour the memory of those two kindred Heroes, who, with their noble Commander, died for their country amidst the shouts of Victory. May the god of battles receive their souls, and those of all, (who fell in this glorious conflict for the peace of Europe,) into the mansions of eternal happiness; and may the blood which thus hath been sprinkled between earth and heaven, arrest the mad progress of a cruel and unrelenting ambition; and stay the plague: may it confirm the loyalty, and patriotism of all ranks; and, above all, may it teach our beloved Country to know, in this her day, the things that belong unto her peace!

Praise ye therefore the Lord for the avenging of Israel, when the people willingly offered themselves: my heart is toward the Governors of Israel that offered themselves willingly among the people: the depths have covered them! his host has he cast into the sea! The enemy said, I will pursue; I will overtake, I will divide the Spoil! Thou, O Lord! didst blow with thy wind—the waters were gathered together, and the sea covered them; they sank as lead in the mighty waters!—So let all thine enemies perish, O Lord!—But let them that love him be as The Sun when he goeth forth in his might!

MR. EDITOR,

THE enclosed is the copy of a letter from a Midshipman, on board the *Æolus*, to a young Lady, his relation, giving an account of Sir Richard Strachan's engagement on the 4th of November.—I read the original letter to Mrs. Knight, the wife of Admiral Knight; and she was so much pleased with the genuine sentiments of a Tar, which it breathes throughout, that she thought you would probably consider it deserving a place in your valuable publication; and desires me to say, that should you so consider it, she should feel particularly obliged by your inserting it. Like the immortal Nelson, this youth went to sea at the age of twelve years, which will be considered a sufficient excuse for any incorrectness of language which the letter may contain.

Inner Temple, 16th Dec.

B. R.

MY DEAR MARY,

Æolus, Plymouth Sound, Nov. 10, 1805.

I WAS in hopes of seeing you the last time we were in; but the consequence of our being dispatched immediately with the flying

squadron, under the command of Sir Richard Strachan, put a stop to all those hopes: but never mind—fortune always favours the brave. We had not cruised long before we fell in with the Rochefort squadron: the weather proving foggy and rainy, they made their escape with all their prizes—a great misfortune—they consisted of five Sail of the line, two Frigates, two Brigs, and eight Merchantmen. Nothing occurred until the 2d Nov., when retiring to our cots, who should join us but the little Phoenix, with three cheers; which was returned with high glee from the whole of the squadron. She gave us information of four Sail of the line of the enemy having chased her the whole day. Not a moment was lost in making sail—we continued in chase until that happy and glorious day, the 4th inst., when we came up with the *Monsieurs*—Every thing favourable—the weather mild and serene: the first gun was fired by the St. Margaret: a running fight was kept up for four hours; when the enemy, finding they could not escape, hove to for us—a general action then commenced—in truth we were in the warmest of it during the whole of their tacking; which they did with the intent of cutting off our Frigates. This placed us in a critical position, and obliged us to run the gauntlet with the whole of them—Thank God! we had only three men badly wounded: our rigging was cut up very much—there we continued at it, hot and warm, pelting away for three hours and twenty-five minutes, before we made them haul their haughty flag down—a happy sight—they proved to be le Formidable, the Admiral's Ship, le Scipion, le Duguay Trouin, and le Mont Blanc; two 80 guns, and two 74's, which had made their escape from Nelson, fifteen days from Cadiz, all fine Ships; they are dreadfully cut up. I am not certain, but I think they had between six and seven hundred killed and wounded. The old Admiral is one of the wounded.

Our little squadron consisted of only four Sail of the line, and four Frigates—our killed and wounded is so small as not to be worth mentioning; but I have met with a sad accident: in the hurry of clearing for action they hove my chest overboard, with all my clothes in it, except eight dirty shirts which I had in my birth: not I alone, but three of my messmates shared the same fate: therefore I shall require assistance to new rig me, until I receive my prize-money. This will be a grand spoke in my favour when I pass my examination, which will be the first Wednesday in next month, if we are in harbour: there is no fear but Mr. Baker will use his interest in my behalf. This will be something for the

people of England to talk of; they have been grumbling for some time past—I am also glad to tell you what I have heard of Nelson's fleet.

The combined fleet came out of Cadiz with an intent to *fight*, or *run*, as they should find most convenient; consisting of 33 Sail of the line: Nelson had only 27; but he gave them so warm a reception, as induced these four lads to make the best of their way off; but, thank God! we have got a man who would not allow them to get into any of the ports of France to tell tales. Our Captain is also a brave fellow! They say when they left Nelson, there were seventeen totally dismasted of French and Spanish—the Santissima Trinidad had struck her colours: therefore I shortly hope to see many of them in our British ports—I don't know what Buonaparté will say to this; he will hardly believe it to be true; but we will tell him to the contrary. This dust has cut me up so greatly, that I require as much new rigging as the Ship; let me hear from you soon, for I have nothing left but what I stand in, and my shirts.

From what I hear, Sir Richard will not yet give up the Rochefort squadron. As soon as we have repaired damages, we are to go in quest of them again: these dogs have the impudence to say they will not strike; but by heavens, if Sir Richard gets alongside of them, he will tell them to the contrary; he is determined the people of France shall not hear of his action, for he detains every Vessel that comes in sight of him. I wish you could see us—I know not what to compare our sails to—they are like sieves; as for our rigging, it is cut to pieces. It is a glorious sight to see us come in—the French are totally dismasted—and the little Frigates are towing them in—they are nothing but hulks at present, they certainly were fine Ships when in chase. A friend on board has just informed me, if I ask leave to pass my examination, the Captain cannot with propriety refuse me; if he should, by applying to the Admiralty they will grant me leave of absence for a short time—then we shall spend some happy hours! I think I deserve to be on shore now, for during six years I have not been six weeks on shore. God bless you!

F. D. ROMNEY.

MR. EDITOR,

YOUR invaluable work has already thrown out several hints upon a subject which, I confess, I am of opinion ought not to be disregarded. I allude to the naming of our Ships. In the captures made from our enemies, it frequently occurs that we

obtain Vessels distinguished by the same name with Ships in our own service. Upon such occasions it is surely desirable that the French term should be retained. For instance, one of Sir R. Strachan's prizes is called *le Scipion*; and as we have a *Scipio* building at Portsmouth, I would suggest the propriety of christening the Ship upon the stocks anew. Why not call it "*The Bronté*?" Can the illustrious and immortal *Hero* who bore that title ever be brought too often to our recollection? One of the *Swifts* sure too must change its name. Would not "*The Trafalgar*" be an appropriate one for the prize?

In short, Sir, I am surprised that the proud names of *Poictiers*, *Cressy*, *Blake*, *la Hogue*, *Rodney*, *St. Vincent*, &c., are not preferred to the unmeaning ones of *Arrogant*, *Assistance*, *Vanguard*, and a long list of others equally ridiculous.

Should not these hints be deemed obtrusive, by inserting them in some future page they may perhaps draw the attention of those in power to an error which is generally remarked, and as generally censured.

TRAFALGARIENSIS.

MR. EDITOR,

SENSIBLE that it will afford you satisfaction to publish whatever may redound to the honour of our brave seamen, permit me to request you will give the following extract from a letter received from a relation at Gibraltar, who is a Surgeon there, and has been much engaged in attendance upon the poor wounded fellows who have been sent ashore there from the Ships returned from the late action off Cape Trafalgar.

December 10, 1805.

NEPTUNE.

EXTRACT.

TO see how these men, the brave sailors, bear pain in all its various forms, would create as great astonishment and admiration, as to have seen the calmness that inspired their conduct in the day of battle.

Mr. Chivers, Surgeon of the *Tonnant*, told me a man who was working one of the quarter-deck guns was shot through the great toe; he looked at his toe, which hung by a fragment of skin, and then at his gun, and then at his toe again; at last he took out his pocket knife, gave it to his comrade—"Jack, cut that bit of skin through for me."—"No," says the other, "go down to the Doctor, man."—"D—n it, I'm ashamed of going down to him for

this trifle, just whip it off for me, its only a bit of skin.* In this way they were going on, when the carronade near him took a cant accidentally, from a roll of the Ship, and crushed the whole of that part of his foot; he was then obliged to leave the deck, but is now on board, and doing well.

MR. EDITOR,

I SEND the following, requesting it may be inserted in your Chronicle, on the recent death of Captain George Clarke, of the Royal Navy.

Dec. 13, 1905.

B. B. S.

From the London Chronicle.

Brave, gen'rous youth,
The pensive muse, to mourn thy hapless fate,
Justly devotes her melancholy lay,
E'en could she soar, and reach those plaintive notes
Which Cynthia's songstress pours with magic skill.
Not Philomela's sweet soft soothing strains
Were sad enough to wail thy Country's loss,
Yet my muse dares to undertake the task.
Presumptuous Bard! some envious critic cries—
My muse is dauntless still, for well she knows,
That when affection prompts the humble lay,
The lenient critic's candid eye o'erlooks
(If not approves) the simplest strains.

O Clarke! at thought of thee, all Albion weeps;
Her fame for mercy to her vanquish'd foes,
How did thy gen'rous conduct then support,
When sympathetic pity fill'd thy soul,
Taught thee to treat a captive hostile chief*
With manly kindness—such as rarely flows
From any but Britannia's valiant Sons!
Thy gallant deeds near Afric's scorching coast,
How did they fire brave Abercrombie's heart,
With warm and just esteem! With tenderness
Such as would fill a guardian Angel's breast,
How didst thou heal the fainting soldier's wounds,
And pour sweet consolation's gentle balm
Into his drooping soul!—O had'st thou died
Whilst bravely fighting in thy Country's cause,
Each feeling heart would then have better borne

* General de Grange.

Thy heavy loss ; but Heav'n denied that wish ;*
 " And be that " Heav'n all-righteous " will obey'd ;"
 E'en in thy hapless death, thy virtue shone,
 (Endanger'd thy own life)—This the first thought
 That fill'd thy gallant soul—*To save thy friend.*

Ye who with just and tender sympathy lament
 The valiant sailor and the faithful friend,
 Let this bright beam of light celestial shine
 With genial warmth dispel the low'ring gloom
 That now oppresses your desponding hearts ;—
 For—he who bravely fought—whilst here on earth,
 As warrior for his Country and his King,—
 Lo ! shouting Angels press to crown his brows
 With fadeless wreaths of glory—such await
 " Soldiers of Christ—whose conflicts here are past."—
 Those too—who felt his kind humanity
 When wounded on a foreign friendless shore,
 (Now Saints in Heaven)—with eager joy shall fly
 To welcome his glad soul to endless rest.

PLATE CXCHII*.

THE drawing from which the accompanying plate was engraved, we were favoured with by a gentleman who copied it from the original, in the possession of the Right Hon. the Lords Commissioners of the Admiralty, and have no doubt but it is the most correct that has as yet been presented to the public. It shows the position of the fleet under the command of Lord Nelson at three different periods of the ever-memorable 21st of October, together with the situation of the combined forces of France and Spain at the commencement of the action with the British fleet. The situation of the combined fleet, as here represented, has been vouched to be correct by Admiral Villeneuve, in the original sent to the Admiralty.

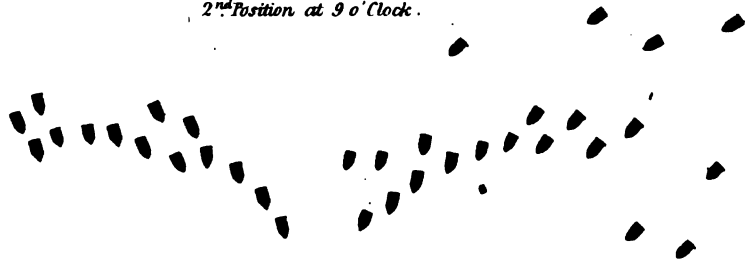
Cape Trafalgar, E. by S. five leagues, Cadiz N. by E. nine leagues. The wind light airs and variable during the morning, from N.W. by N., to S.W. ; at noon wind W.S.W. The enemy's fleet lying to on the larboard tack in a line, N.N.W. and S.S.E. The Defence and Africa having the look-out, had not gained their station. The Britannia, Prince, and Dreadnought, from their bad sailing, were ordered by signal to take station as convenient.

* The particulars of the unfortunate death, and a brief statement of the character of this gallant and lamented Officer were inserted in the *Naval Chronicle*, page 286.

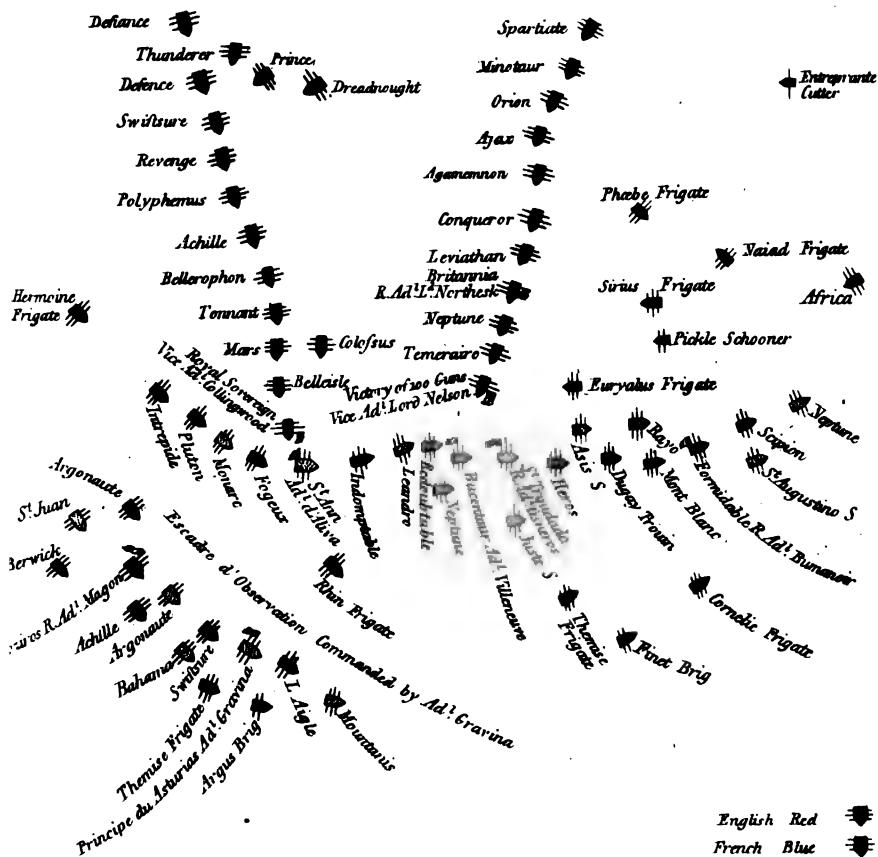
Position of the British Fleet at Daylight on the 21st of Oct^r 1805.



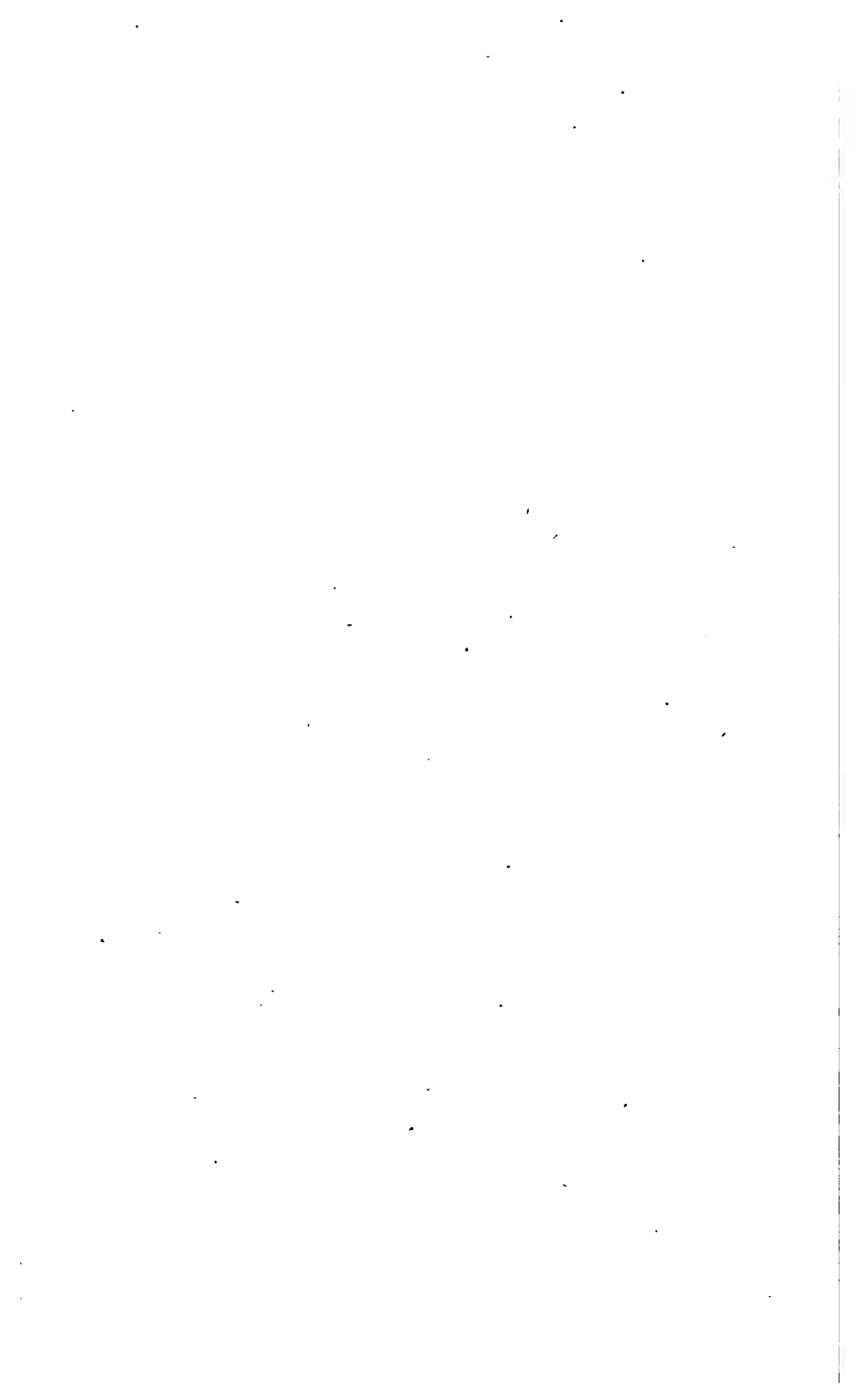
2nd Position at 9 o'Clock.



3rd Position at 12 o'Clock at Noon.



Plan of the Action off Trafalgar. Engraved from the original drawing as transmitted to the Admiralty.



ADDENDA

TO

THE BIOGRAPHICAL MEMOIR

OF THE LATE RIGHT HONOURABLE

HORATIO LORD VISCOUNT NELSON, K.B.

AND DUKE OF BRONTE;

VICE-ADMIRAL OF THE WHITE SQUADRON.

(Continued from page 415.)

IT was on the morning of Wednesday, November the 6th, that the news of the illustrious Nelson's victory and death arrived. At ten o'clock the Park and Tower guns were fired, and an Extraordinary Gazette, with Admiral Collingwood's account of the battle of Trafalgar was published in the evening. "The feeling with which this intelligence of the triumph and death of Lord Nelson was received by the British people," says a contemporary writer*, did honour to their character. It was a sensation at once of patriotism, of pride, and of gratitude. Not a man who would not have given up his life to achieve such a victory. Not a man who would not have surrendered every part of the victory (except the honour of Britain) to save the life of Lord Nelson. Such is the interest which this unexampled Hero of his country has secured in the hearts of Englishmen! Every heart felt, and every tongue expressed the same sentiment—that never was a conquest made at a moment so necessary, and so essential to the well-being of the country—but never was a battle so dearly won.—It was truly said of Lord Nelson, that greatly as we may lament his loss, and proudly as we shall, no doubt, perpetuate his memory, his fame will

* A gentleman who has published a life of Lord Nelson; the facts of which, however, previously to the victory of Trafalgar, have been *wholly* taken from *The NAVAL CHRONICLE*. This is the case with all the different lives which have been published of our deceased Hero. Indeed, whatever number may be written, their materials must all be derived from the same source.

receive the greatest tribute from the exultation of the enemies of his country. What is likely to be the inward ejaculation of Buonaparté?—"Perish the twenty ships! The only rival of my greatness is no more!" And who that has observed the inexhaustible resources of the mind of Lord Nelson, the electrical promptitude with which, in the most perilous situation, he instantly applied the manœuvre that was applicable to the case—the disdain of all personal danger in the pursuit of his object—the rapidity of his movements—and what was, perhaps, above all other things the most valuable quality in his nature—the happy art of breathing into every companion in arms his own constancy under protracted expectation—his own fervour in the moment of attack—but will pronounce that, as a Commander, it is impossible he should have a superior."

The metropolis was very generally and brilliantly illuminated on the occasion; yet there was a damp upon the public spirit, which it was impossible to overcome. Even many of the devices and transparencies indicated, that the loss of Lord Nelson was more lamented, than the victory was rejoiced at.

The theatres were not backward in their tribute to the memory of his Lordship. At Drury Lane, on the evening of the day on which the news arrived, after the performance of *The Siege of Belgrade*, Mr. Braham, assisted by the other singers of the House, sung the national air of *Rule Britannia*; at the conclusion of which, Mr. Wroughton, the acting manager, came forward, and delivered the following impressive lines:—

Is there a man who this great triumph hears,
And with his transports does not mingle tears?
For, whilst BRITANNIA'S Flag victorious flies,
Who can repress his grief when NELSON dies?
Stretch'd on his deck, amidst surrounding fires,
There, PHOENIX like, the GALLANT CHIEF expires.
Cover'd with trophies let his ashes rest—
His MEMORY lives in every BRITISH BREAST—
His dirge our groans—his monument our praise—
And whilst each tongue this grateful tribute pays,
His soul ascends to Heaven in Glory's brightest blaze!

This simple, yet elegant address, which spoke the genuine language of the heart, was delivered by Mr. Wroughton with that propriety, pathos, and energy, which can never fail of making a powerful impression: it produced in every auditor the corresponding emotions of sorrow. The lines were written by Mr. Cumberland, a veteran favourite of the Muses, and may be considered as possessing that taste and feeling which constitute the principal charms of poetry.

At Covent Garden, on the same evening, after the comedy of *She Wou'd and She Wou'd not*, a musical *mélange* was introduced, including *The Storm*, and *Admiral Benbow*, which, from the deep and melodious tones of the bassoon, had a very fine effect. The curtain then drew up, and exhibited a *coup d'œil* at once grand and affecting. The stage represented an area, supported by two pillars, from which were suspended medallions of Nelson, St. Vincent, Duncan, Bridport, Mitchell, and Sir W. Sidney Smith. The English fleet was riding triumphantly in the perspective, and in the front of the stage a groupe of Naval Officers and Sailors were seen in attitudes of admiration. Suddenly a medallion descended, representing a half-length of the Hero of the Nile, surrounded with rays of glory, and with these words at the bottom:—"HORATIO NELSON." The effect was electrical, and the house resounded with the loudest plaudits and acclamations. *Rule Britannia* was then sung; and the following stanza, written by Mr. Ashley, of Bath, was introduced by Mr. Taylor with considerable melody and feeling:—

Again the loud ton'd trump of fame
Proclaims Britannia rules the main;
Whilst sorrow whispers NELSON's name,
And mourns the gallant VICTOR slain.
Rule, brave Britons, rule the main,
Avenge the god-like HERO slain:

The *Dead March* in SAUL was then very solemnly performed by the orchestra.

On the Monday following, a short *dramatic sketch*, from

the pen of Mr. Cumberland, was produced at Drury Lane Theatre, in honour of the memory of Lord Nelson. The piece opened with a sea view, and Fame descending with his Lordship's last order—*England expects that every man will do his duty*. To an appropriate song, by Braham, succeeded a dialogue between several performers, broken, at intervals, by strains of solemn music. A sentiment in the dialogue, that Lord Nelson *had sent his mantle and his spirit to Lord Collingwood*, was strongly felt by the audience. The sketch concluded with *Rule Britannia* in full chorus.

A few evenings after, a new comedy was brought forward at Covent Garden, the epilogue to which was delivered by Mrs. H. Johnston. Towards the close, she withdrew to the side of the stage, as though about to retire, and throwing off some of the front of her dress, she appeared in a purple apron, with the word "NELSON," in gold, and the English jack struck on one of the corners. It produced a strong effect on the audience; and their emotion was much increased by the extraordinary force and feeling with which Mrs. Johnston delivered the following impassioned lines, from the respectable pen of Mr. Fitzgerald:—

Thus having finish'd all my flippant part,
I now must speak the dictates of my heart.
Each smile I wore conceal'd a half-check'd tear,
Which long'd to flow on NELSON's honour'd bier!
At that lov'd name each bosom heaves a sigh,
And drops of sorrow fall from ev'ry eye.
His mighty arm, at one tremendous blow,
Hurl'd Britain's thunder on his country's foe;
But in the midst of his resistless fire,
His conquering Fleet beheld their Chief expire!
Though England's ships in awful triumph ride,
With shatter'd Navies captive by their side;
The tidings Fame, with muffled trumpet, brings,
And Victory mourns his loss, in sable wings!
Britons, she cries, though now my bosom bleeds,
Your Naval Sons shall emulate his deeds;
Thus shall his Spirit, rising from his grave,
Make future NELSONS triumph on the Wave!

The moment that the Board of Admiralty had read the first dispatches from Admiral Collingwood, relative to the glorious victory of Trafalgar, an Admiralty Messenger was sent off to His Majesty, at Windsor, where he arrived at the early hour of half past six in the morning. His Royal Highness the Duke of York arrived at the Castle about eight, at once to congratulate their Majesties upon the victory, and to condole with them on the great and heavy loss by which it was purchased. On hearing of the death of Lord Nelson, His Majesty was so deeply afflicted, that a profound silence of nearly five minutes ensued before he could give utterance to his feelings. The Queen, on being informed of the news, called the Princesses around her, and read the dispatches aloud; while the whole royal groupe shed tears to the memory of Lord Nelson. The Royal Family then went to Chapel, to return thanks to Almighty God, for the success of His Majesty's arms; and, about one o'clock, the Staffordshire militia marched to the Little Park, where they fired three volleys in honour of the great event.

At a Privy Council, on the following day, His Majesty determined on calling upon the nation to return thanks to ALMIGHTY GOD for the great victory which had been obtained; and Thursday, the 5th of December, was fixed, by royal proclamation, for a day of General Thanksgiving, throughout England, Scotland, and Ireland. It was held with uncommon solemnity; the respective places of public worship throughout the kingdom were uniformly well attended: churchmen, and dissenters of every description, seemed actuated by one common sentiment of unaffected piety; and the immense contributions which were received at the respective doors of the numerous churches, chapels, &c. in aid of the *Patriotic Fund*, admirably evinced that national feeling of liberality for which Britons have long been preeminently distinguished*.

* The following instance of genuine benevolence is particularly worthy of notice.—At Mr. Rowland Hill's chapel a parcel was seen in the plate, which was found to contain a new halfpenny, enveloped in a bank note for 100L., on which was written—"A Widow's Mite!"—At Mr. Hill's chapel, the amount of the contributions was greater than at any other chapel or church, the account of which has yet been received.

So important was the victory of Trafalgar considered by our Government, that 3000 copies of the *Gazette Extraordinary*, containing Admiral Collingwood's dispatches, were sent to Yarmouth, and thence transmitted to the Continent in a fast sailing cutter.

It is reported to be the intention of Ministers, through the medium of Parliament, to purchase an estate, to bear the glorious name of "TRAFALGAR," and to settle it on the heirs of Lord Nelson for ever.—Munificent as is the British Government, it is impossible for it to award a remuneration too splendid for the great, the brilliant, and important victory obtained on the ever-memorable 21st of October.

The sum of 2000*l.* a year, voted by Parliament, was granted to Lord Nelson and his heirs male; but, as his Lordship died without issue, it falls with him. His joint executors are, the Right Honourable and Reverend Earl Nelson, and Mr. Haslewood, of Lincoln's Inn.

Lord Nelson is said to have expressed in his will*, a desire of having his remains deposited by those of his father, at Burnham Thorpe, unless His Majesty should be graciously pleased to direct otherwise. His Majesty *has* directed otherwise, and has given instructions that the body shall be interred in St. Paul's Cathedral; and that there shall be a grand funeral procession, with all military and national honours, made out by the College at Arms, and at the public expense, on the occasion.

After the battle of Trafalgar, his Lordship's remains were placed in spirits, on board of his own Ship, the Victory, which has safely arrived, with her sacred deposit. It was intended that the Euryalus Frigate should convey his corpse to England; but, as Lord Nelson had been beloved and revered by his Officers and Men through life, so, after his death, they wished not to be separated from their lost Commander, till they should consign his ashes to the "dark and narrow house." A request, to this effect, was made; and Lord Collingwood, with a propriety of feeling which does him honour, immediately assented.

The following very interesting *Memorandum*, with which we have been favoured by a friend of *The NAVAL CHRONICLE*,

* An extract, or copy, of his Will, shall be given in our *CHRONICLE*.

affords a proof—if proof were wanting—of Lord Nelson's superior skill in naval tactics, and of the happy facility which he possessed of expressing, with clearness and precision, the ideas which he conceived. No seaman can peruse the following paper (*now first published*) without immediately comprehending all its points and bearings.—

*Lord Nelson's Plan of Attack, given out on board His Majesty's Ship Victory,
dated off Cadix, October 10, 1805.*

MEM.

THINKING it almost impossible to bring a fleet of forty Sail of the line into a line of battle; invariable winds, thick weather, and other circumstances which must occur; without such a loss of time, that the opportunity would probably be lost of bringing the enemy to battle, in such a manner as to make the business decisive;—I have therefore made up my mind to keep the fleet in that position of sailing, (with the exception of the first and second in command), that the order of sailing is to be the order of battle; placing the fleet in two lines of sixteen Ships each, with an advanced squadron of eight of the fastest sailing two-decked Ships; which will always make, if wanted, a line of twenty-four sail, on whichever line the Commander in Chief may direct. The second in command will, after my intentions are made known to him, have the entire direction of his line to make the attack upon the enemy, and to follow up the blow until they are captured, or destroyed.—If the enemy's fleet should be seen to windward in line of battle, and that the two lines and advanced squadron could fetch them; they will probably be so extended, that their van could not succour their rear.—I should therefore probably make the second in command's signal, to lead through about their twelfth Ship from their rear, (or wherever he could fetch, if not able to get so far advanced): my line would lead through about their centre, and the advanced squadron two, three, or four Ships a-head of their centre, so as to ensure getting at their Commander in Chief; on whom every effort must be made to capture. The whole impression of the British fleet must be to overpower from two or three Ships a-head of their Commander in Chief (supposed to be in the centre) to the rear of their fleet.—I will suppose twenty sail of the enemy to be untouched, it must be some time before they could perform a manœuvre to bring their force compact, to attack any part of the British fleet, or to succour their own Ships; which indeed would be impossible without mixing with the Ships engaged.—The enemy's fleet is supposed to consist of forty-six Sail of the line; British forty; if either is less,

only a proportional number of the enemy's Ships are to be cut off. Something must be left to chance, nothing is sure in a sea fight beyond all others; shot will carry away masts and yards of friends, as well as foes: but I look with confidence to a victory before the van of the enemy could succour their rear; and then, that the British fleet would be ready to receive their twenty Sail of the line, or to pursue them should they endeavour to make off. If the van of the enemy tacks, the captured Ships must run to leeward of the British fleet; if the enemy wears, the British must place themselves between the enemy and the captured and disabled British Ships; and should the enemy close, I have no fear as to the result. The second in command will in all possible things direct the movements of his line, by keeping them as compact as the nature of the circumstances will admit. Captains are to look to their particular line, as their rallying point; but in case signals cannot be seen, or clearly understood, no Captain can do very wrong, if he places his Ship alongside that of an enemy. The divisions of the British fleet will be brought nearly within gun-shot of the enemy's centre. The signals will most probably then be made for the lee line to bear up together, to set all sails, even their steering sails, in order to get as quickly as possible to the enemy's line, and to cut through, beginning at the twelfth Ship from the enemy's rear: some Ships may not get through their exact place, but they will always be at hand to assist friends. If any are thrown in the rear of the enemy, they will effectually complete the business of twelve sail of the enemy.

Should the enemy wear together, or bear up and sail large, still the twelve Ships composing, in the first position, the enemy's rear, are to be the object of attack of the lee line; unless otherwise directed by the Commander in Chief, which is scarcely to be expected, as the entire management of the lee line, after the intentions of the Commander in Chief are signified, is intended to be left to the Admiral commanding that line. The remainder of the enemy's fleet, thirty-four sail, are to be left to the management of the Commander in Chief, who will endeavour to take care that the movements of the second in command are as little interrupted as possible.

*By Command of the
Vice-Admiral.*

NELSON AND BRONTE.

It was our intention to complete in our present Volume this interesting Addenda; but many of our Subscribers being very desirous that the same should not be concluded till after the Funeral of Lord Nelson; we feel it our duty to comply with such request, and shall in some of the early pages of our fifteenth Volume finish the Addenda with a full and accurate account of the honours to be paid by a grateful Country to the remains of our departed Hero.

(To be concluded in the Fifteenth Volume.)

NAVAL HISTORY OF THE PRESENT YEAR, 1805.

(November—December.)

RETROSPECTIVE AND MISCELLANEOUS.

MUCH as our late and present wars with France have been discussed, their effect upon the French Navy does not appear to have been duly considered, as to one of its most material points. The destruction of Ships is nothing in point of value to the extinction of one race of seamen, and the prevention of another from succeeding them. If it could be estimated how many of the real seamen of France have been forced into the army since the revolution, how many have fallen in action with British Ships, how many have lost, by long confinement, that hardihood of body and mind, which are necessary to the naval service, we should probably find the number not much less than that of all the seamen possessed by France in the year 1792. At the same time all the means of providing seamen have ceased. There is no trade, not even a coasting trade. If in the month of June the English and their enemies had each 88 sail of the line, the former must now have 100, and the latter 63. Lord Nelson's victory has given us three to two, supposing we had before but equal numbers,

We understand that the burial of Lord Nelson was fixed for the 10th of January: but is put off, we believe, until after the meeting of Parliament. Previous to this his Body will lie in State in the great Hall of the Admiralty. On Friday, Dec. 20, Mr. Nayler, of the Herald's Office, left town for the Nore in order to bring the body to Greenwich.

It was certainly the intention of Lord Collingwood to have sent the body of Lord Nelson home in the *Euryalus*, until a very strong reluctance was manifested by the crew of the *Victory* to part with so precious a relict, to which they felt almost an exclusive claim: they remonstrated through one of their Boatswain's Mates against the removal, upon a ground that could not be resisted: he said, "the Noble Admiral had fought with them, and fell on their own deck; that if, by being put on board a frigate, his body should fall into the hands of the enemy, it would make their loss doubly grievous to them; and, therefore, that they were one and all resolved to carry it safely to England, or go to the bottom along with it themselves!"

On the 19th of November all the Ships in the road of *Elsineur* fired three discharges in celebration of the victory off Cadiz. Immediately afterwards their flags were lowered, and three minute-guns fired on account of the death of Lord Nelson.

It has been settled, that his Lordship's corpse shall not be taken down the steps, in St. Paul's, to the vault, as all others have been; but that it shall be let down under the dome, where the brass grate is, the opening of which not being sufficiently large, a number of workmen are now employed to make it large enough to let the coffin down: but it will be some time before it is complete, as there is an immense body of stone to cut through. We do not learn that any other arrangements are finally determined upon. Mr. Milne, the architect of the Cathedral, had proposed to Lord Hawkesbury, and the Dean and Chapter, a plan for a monument to be erected to the memory of the Hero, under the centre of the dome; but this was much objected to, on account of its disfiguring the appearance of the Church. Mr. Milne has since laid before them an ancient plan of

St. Peter's, at Rome, to prove that his plan would not be a disfigurement to the Church. He has likewise produced an old record, in which it appears, that it was Sir Christopher Wren's desire to have a monument erected under the centre of the dome to perpetuate his memory. Should Mr. Milne's plan be adopted, a large stone pillar will rise from the grave, a considerable distance above the brass grate, with a very elegant colossal figure of the deceased on the top of it. The Bishop of Lincoln, the Dean, is expected in town in a few days, when a Chapter will be held, for the purpose of making arrangements for the funeral. It is reported that a monument will likewise be erected in Westminster Abbey.

The Lords of the Admiralty have paid the highest tribute in their power to the memory of Lord Nelson. Orders are issued from the Board, for laying down a first-rate man of war in the King's Yard, Woolwich, to be named after him; she is intended to be one of the finest Ships in the service.

In the French papers, mention is made of the memorable Battle of Trafalgar. The *Moniteur* states, that it lasted three days and nights; that several Ships of both fleets were destroyed; and that the rest, to repair their damages, had stood away to sea!!!—Not the slightest syllable is said, to intimate to the Parisians, that the Combined Fleets, had suffered a signal and complete defeat!

Portsmouth, Dec. 12.—The Captain of the French Ship *Swiftsure* was yesterday examined as to the capture of that Ship off Cape Trafalgar, which is necessary previous to condemning the Ship as a prize to the captors. He merely said, "that he could not help it—he was obliged to strike, and that he lost all he had."

The *Poulette* frigate, Captain Dunbar, was paid off this morning. Arrived the *Staunch* gun-vessel, from a cruise.

There were two *Swiftsures* in the action, and two *Achilles*. The French *Swiftsure*, formerly an English Ship, has been sent to Gibraltar; the French *Achilles* was burnt during the action. The *Berwick*, the only other English Ship which the enemy had, was wrecked near St. Lucar.

It is remarkable, that the *Minotaur* and the *Spartiate*, which were both in the British line at the Battle of Trafalgar, were opponents at the Battle of the Nile, when the latter struck to the former.

Captain Cappel, whose extraordinary exertion Lord Collingwood speaks of in the Gazette, was the Officer who brought home the dispatches from Lord Nelson of the Battle of the Nile. He is second brother to the Earl of Essex.

The answer of the Captain of the *Flora*, to the fabricated letter of the Dutch Admiral:—

"SIR,

"*His Majesty's Ship Flora, off the Texel, Nov. 29, 1805.*

"I have received your news, and deeply lament for the world, that the Tyrant of it has had the success you say. The punishment of mankind is not yet at an end; when the Almighty wills it so, be assured it will not require the united force of Europe to put an end to the career, and hurl to oblivion the avowed enemy and destroyer of the laws of nations. I am, &c. &c. &c.

"LOFTUS OTWAY BLAND,

"Senior Officer of His Majesty's Ships
and Vessels off the Texel."

"To Admiral Kilkert, &c. &c."

It is said there is to be added to each of the four divisions of Royal Marines a Field Officer, and a company of Royal Artillery. If a company of Sharp Shooters were added, it would be a desideratum in future naval actions, as most of our Officers were picked off in the glorious battle of Trafalgar, by marksmen who

were all quartered in the tops of the French Ships of war; most of whom were native Tyrolese Goat-shooters, enlisted, or rather trepanned into the French armies in the late war, when the French passed the Tyrol. Each Ship from the victory of Trafalgar has brought home 300 French prisoners, who will be placed in the Prison Ships fitting up for them. The gallant Captain Rotheram, Lord Collingwood's Captain in the Dreadnought, is come home in the Bellerophon, 74, *vice* Captain Cooke, killed in the glorious victory of the 21st of October.

Lord Melville is proceeding rapidly in the arrangement of his defence. The answer of his Lordship to the Articles of Impeachment of the House of Commons, is drawn up, in a good measure, after the style of an answer to a Bill in Chancery. It is said to be a very powerful composition, and to have been arranged principally by Mr. Hobhouse. Mr. Plomer, we understand, is to be the leading Counsel in conducting his Lordship's defence.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

[Continued from page 438.]

ADMIRALTY-OFFICE, NOV. 30, 1805.

Copy of a Letter from the Honourable Captain Blackwood, of His Majesty's Ship the Euryalus, to William Marsden, Esq.; dated this day at the Admiralty.

SIR,

OBSEVING in the Gazette Extraordinary, of the 27th instant, that the number of the enemy's Ships taken and destroyed, in consequence of the Action of the 21st of October, is stated at twenty sail of the line, I take the liberty of mentioning to you, for the information of my Lords Commissioners of the Admiralty, that as this must be intended to include the French Ship *Argonaute*, of 74 guns, which Ship I had an opportunity of knowing was safe in the port of Cadiz, it will be proper to state the actual number taken and destroyed, at nineteen sail of the line. This apparent inaccuracy was occasioned by the dispatch of the Commander in Chief, dated the 4th, having been made up before my last return with a flag of truce from that port.

I am, &c.

HENRY BLACKWOOD.

DECEMBER 3.

Copy of a Letter from Vice-Admiral Lord Collingwood, Commander in Chief of His Majesty's Ships and Vessels in the Mediterranean, to William Marsden, Esq.; dated on board the Queen, off Cape Spurtel, the 9th November, 1805.

SIR,

I enclose, for their Lordships' information, the Tonnant's return of killed and wounded in the action with the Combined Fleets off Cape Trafalgar, the 21st ultimo, which I received yesterday, and now completes them.

I am, &c.

C. COLLINGWOOD.

An Abstract of the Killed and Wounded on board His Majesty's Ship Tonnant, in the Action with the Combined Fleets of France and Spain, off Cape Trafalgar, the 21st of October 1805.

Killed.—1 Petty Officer, 16 Seamen, and 9 Marines.—Total, 26.

Wounded.—2 Officers, 2 Petty Officers, 30 Seamen, and 16 Marines.—Total, 50.

Officer killed.—William Brown, Midshipman.

Officers wounded.—Charles Tyler, Captain; Richard Little, Boatswain; William Allen, Clerk; Henry Ready, Master's-Mate; the three last slightly.

C. COLLINGWOOD.

DECEMBER 10.

Copy of a Letter from the Honourable Rear-Admiral Cochrane, Commander in Chief of His Majesty's Ships and Vessels at the Leeward Islands, to William Marsden, Esq.; dated on board the Northumberland, in sight of Barbadoes, 23d October 1805.

SIR,

I beg leave to enclose to the Lords Commissioners of the Admiralty, a copy of a letter from Captain Tobin, giving an account of the capture of His Majesty's late Sloop the Cyane; and I am happy to acquaint their Lordships, that I am just informed by a Ship that left Barbadoes last night, that the Naïad has been captured by His Majesty's Ship Jason.

I am, &c.

ALEX. COCHRANE.

*Princess Charlotte, at Anchor off the Gulf of Paria,
8th October, 1805.*

SIR,

I beg to acquaint you, that, on the 5th instant, near Tobago, His Majesty's Ship under my command captured the Cyane French Corvette (late in His Majesty's service) of twenty six-pounders, two fours, and six twelve-pound carronades, with a crew of one hundred and ninety men, commanded by Monsieur Mesnard, Lieutenant de Vaisseau; the Naïad Brig, of eighteen long twelve-pounders, and two hundred men, was in company, commanded by Monsieur Hamon, Lieutenant de Vaisseau, (the senior Officer), but, by taking a more prudent situation, and superior sailing, effected her escape without any apparent injury. When discovered, they were so distant, I saw no chance of overtaking them by an avowed pursuit, I therefore disguised the Princess Charlotte as much as possible, which had the desired effect of bringing them down.

Captain Mesnard defended his Ship in a very gallant manner; and I am happy in saying, that her loss in men has been inconsiderable. The second Captain, Monsieur Gautier, and two Seamen, are killed; an Enseigne de Vaisseau and eight seamen wounded, some of them severely.

The sails and rigging of the Princess Charlotte are much cut, which was evidently the aim of both Vessels. She had one man killed and six wounded, one of them mortally.

I have every reason to be satisfied with the Officers and Ship's Company (at the time above thirty short of complement) upon this occurrence. To Mr. Patrick Warner, the first Lieutenant, (whose exertions I have been deprived of since he took possession of the Cyane, owing to a severe bruise he received by the falling of her main-yard), I am much indebted.

The Naïad and Cyane left Martinique on the 29th ultimo, stored and victualled for three months, but had made no captures.

I am, &c.

GEORGE TOBIN.

*The Honourable Rear-Admiral Cochrane,
&c. &c. Barbadoes.*

Copy of a Letter from Vice-Admiral Dacres, Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq.; dated at Port Royal, October 1, 1805.

SIR,

Herewith you will receive, for the information of the Lords Commissioners of the Admiralty, the copy of a letter I have received from Captain Fyfe, of His Majesty's Sloop Rein Deer.

I am, &c.

J. R. DACRES.

*His Majesty's Sloop, Rein Deer, off Cape Mayse,
the 20th of September, 1805.*

SIR,

I have the satisfaction to acquaint you, that, on the 15th instant, after a chase of upwards of six hours, I captured the French Privateer Renommée, of two

six-pounders and forty men, belonging to St. Domingo, but last from Barracoa, and had not taken any thing. Much credit is due to the Rein Deer's Ship's company, for their strong exertions at the sweeps during the whole chase in a very hot day. I have the honour to be, &c.

To James Richard Dacres, Esq., Rear-Admiral
of the Red, Commander in Chief, &c. &c. &c.
Jamaica.

JOHN FYFFE.

DECEMBER 24.

Copy of a Letter from the Honourable Rear-Admiral Cochrane, Commander in Chief of His Majesty's Ships and Vessels at the Leeward Islands, to William Marsden Esq.; dated Barbadoes, the 27th of October, 1805.

SIR,

I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter from Captain Champain, of His Majesty's ship Jason, stating the capture of the Naiad, a very fine French National corvette, of sixteen long twelve-pounders (pierced for twenty-two), and one hundred and seventy men.

I am, &c.

ALEX. COCHRANE.

*His Majesty's Ship Jason, Carlisle-Bay,
Barbadoes, October 15, 1805.*

SIR,

I have the honour to acquaint you, that, on the 13th instant, at half-past three A. M., in latitude 14 deg. 5 min. N., longitude 55 deg. 48 min. W., I made all sail in pursuit of a strange brig, which, after a chase of nine hours, close hauled, at the distance of five miles of each other, and a partial firing of fifteen minutes, I succeeded in capturing, and have brought in.

She proves to be the French National corvette Naiad, commanded by Monsieur Hamon, Lieutenant de Vaisseau, pierced for twenty-two guns, mounting sixteen long twelve-pounders, with four brass two-pound swivels, and had on board one hundred and seventy men, one of whom was killed in the action (the only loss). She was on a two months' cruise from Martinique; of which time only fifteen days had expired, without her making a capture.

She came from Europe in March last with the Toulon squadron; and is one of the largest brigs in the French service; extremely well fitted, sails very fast (having escaped from many of our cruisers), and appears particularly calculated for His Majesty's service.

I have the honour to be, &c.

The Honourable Rear-Admiral Cochrane,
Commander in Chief, &c. &c. &c.

P. W. CHAMPAIN.

Copy of a Letter from Captain Lobb, of His Majesty's Ship Pomone, to William Marsden, Esq.; dated at Lisbon, December 3, 1805.

SIR,

I have the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, the boats of His Majesty Ship under my command boarded, on the 5th of November, close in with Guardia, the Golondrina Spanish lugger privateer, of four guns and twenty-nine men, belonging to Corunna. She had been out six weeks, and not made any capture; the enemy had two men wounded, and the vessel I set fire to.

You will be pleased to communicate the enclosed also to their Lordships, and I have the honour to be, &c.

W. G. LOBB.

*His Majesty's Sloop Curieux, Lisbon,
December 2, 1805.*

SIR,

I beg to acquaint you, that His Majesty's sloop under my command captured, on the 25th ult., thirteen leagues west of Cape Scelleiro, the Brilliano, a Spanish lugger privateer, with five carriage guns and thirty-five men, commanded by Don Joseph Adviz. She had been out five days from Port Carrel, and two days before

we fell in with her, she had taken the English Brig *Mary* from Lynn, with coals, bound to Lisbon; and the Nymph Brig from Newfoundland, with fish for Viana. I am, &c.

W. G. Lobb, Esq., Captain of His Majesty's
Ship Pomone.

J. JOHNSTONE.

Promotions and Appointments.

A great promotion has taken place in the Spanish Navy—Gravina has been made Captain-General of the Fleet, and all the other Admirals have been raised a step higher in rank.

Lieutenant Quilham, of the *Victory*, is promoted to the rank of Commander, and appointed to the *Etna* bomb.

Sir E. Pellew has purchased several Ships in the East Indies for His Majesty's service, and the following appointments have taken place in consequence:—His Majesty's Ship *Earl Howe*; Commander, E. Ratsey; first Lieutenant, W. Smith; second ditto, C. Hole; third ditto, J. Everard; Surgeon, Silias Blandford; Purser, G. Dale.—His Majesty's Ship *Lord Duncan*; Commander, C. S. F. Hawtayne; first Lieutenant, C. Nixon; second ditto, J. Upjohn; third ditto, R. Incedon; Surgeon, W. Preston; Purser, J. Burford.—His Majesty's Ship *Corwallis*; W. J. Lye, Esq., acting Commander; W. Kempthorne, first Lieutenant; J. Crosby, second ditto; H. Elton, third ditto; William Laughrane, fourth ditto;—His Majesty's Ship *Sir Edward Hughes*; H. H. Christian, Captain; William Cressey, first Lieutenant; J. Wallace, second ditto.—His Majesty's Ship *Victor*; G. Bell, Esq., Commander, from His Majesty's Ship *Culloden*, vice H. H. Christian, promoted into the *Sir Edward Hughes*. Captain Cramer, of the *Battlesnake*, is made a Post Captain into the *Concord* Frigate. Captain Tobin, of the *Northumberland*, is appointed to the *Princess Charlotte* Frigate, at Barbadoes; Captain J. Morrison, of the *Lilly*, is made Post Captain, and appointed to the *Northumberland*; and Lieutenant D. Campbell, of the *Tobago*, is made Commander in the *Lilly*.

Sir Robert Barlow is appointed Captain of Lord Keith's fleet in the North Seas; Captain Durham, to the *Barileur*; Sir Thomas Williams, to command the *Sea Fencibles* at Portsmouth, vice Admiral E. O'Brien; Captain Douglas, to the *Fourdroyant*; and Lieutenant McDonald, to the *Captivity* Prison-ship, at Portsmouth.

Captain C. Rowley is appointed to the *Eagle*, vice Captain Colby; and Captain J. A. Wood, to the *Uranie*, vice Herbert, at Portsmouth; Captain Hoste, to the *Amphion*; and Sir W. Bolton, to the *Eurydice*, off Cadiz.

Captain Taylor, of the *Camilla*, is appointed to the *Thames*, a new Frigate, at Woolwich; and Captain Upton is appointed to the *Camilla*.

Captain Oliver has taken the command of the *Mars*, of 74 guns, vice Duff, killed; and Captain Parker, of the *Weazle*, is promoted to command the *Melpomené*, vice Oliver, off Cadiz.

Captain Shipley is appointed to a command in the *Sea Fencibles* in Ireland; Captain J. Shortland is appointed to the *Cæsar*, Sir Richard Strachan's flag Ship; Captain Cotgrave is appointed Agent for prisoners of war at Plymouth; and George Magrath, Esq., late Surgeon to Lord Nelson, is appointed Surgeon of Mill Prison, Plymouth.

Captain Scott, of the *Niobé* Frigate, is appointed to the *Goliath*, vice Barton; Captain J. W. Loring, to the *Niobé*; Honourable Captain Fielding, to the *Minerva*, a new Frigate; Captain Thomas, late of the *Etna*, to the *Queen*, Lord Collingwood's Ship; Captain Rotherham is come home in the command of the *Bellerophon*; Captain Larmour has taken the command of the *Temeraire*, vice Captain (now Admiral) Harvey.

All the first Lieutenants of the Ships engaged off Trafalgar are to be promoted to Commanders.

BIRTHS.

Lately, the lady of Captain Hodder, of the Royal Navy, of a son and heir.

On the 21st of October, at Hatfield, York, the lady of Captain Eyre, of the Royal Navy, of a son.

At Thoseby Park, the Hon. Mrs. Bentinck, lady of Captain Bentinck, of the Royal Navy, of a son.

On the 2d of December, at Ballibricken, Ireland, the lady of Captain F. Maitland, of the Loire Frigate, of a son.

MARRIAGES.

At Plymouth, Wilson Rathborne, Esq., Captain of His Majesty's Ship *Santa Margarita*, to Miss French, youngest daughter of John French, Esq., late of Loughrea, Ireland.

On the 29th of October, Mr. B. Kitson, Purser of the Royal Navy, to Miss Barns, of Portsmouth.

Dr. Hutchinson, of Hatton-street, to Miss Anne Parker, of Ham, daughter of the late Admiral Sir W. Parker.

On the 18th of November, Lieutenant Bedford, of the Royal Hospital, at Greenwich, to Miss M. Spearing, daughter of Lieutenant Spearing, of the same place.

At St. George's Church, M. R. Onslow, Esq., eldest son of Sir R. Onslow, Bart., Admiral of the Red, to Miss Seton, eldest daughter of the late D. Seton, Esq., Lieutenant-Governor of Surat.

At Plymouth, Lieutenant and Quarter-Master Smith, of the Royal Marines, to Miss Anderson, daughter of Colonel Anderson, of that Corps.

Captain Carter, of the Plymouth Division of Royal Marines, to Miss Stokes, daughter of T. Stokes, Esq., Solicitor, Chepstow.

Lately, at Gibraltar, Lieutenant Mayne, of the *Polyphemus*, to Miss E. Stewart, daughter of G. Stewart, Esq., Master Attendant at Gibraltar.

On the 13th of December, at St. Michael's Church, Mr. C. Denford, Lieutenant of Marines, to Miss Mary Gillmore, daughter of Mr. Gillmore, of Pidl.

OBITUARY.

At Flashing, near Falmouth, Captain Cuming of the *Castle Eden* Indiaman.

In the late glorious action with the Combined Fleets, Lieutenant W. A. Ram, son to Colonel Ram, M. P. for the county of Wexford, Ireland.

On the 31st of October, at Kingsland, upwards of ninety years of age, Mr. Hood, father of the late Captain Alexander Hood, who was killed on board the *Mars*, and of the present brave and excellent Officer, Sir Samuel Hood, K. B.

On the 2d of November, at his house near Portsmouth, Major Boisrond, of the Royal Marines, son of the late Colonel Boisrond, who formerly commanded the Portsmouth Division.

On the 21st of November, Lieutenant W. Ross, of the Royal Navy, nephew of C. Ross, Esq., Purser of the *Agamemnon*.

At Titchfield, Mrs. E. Thompson, lady of Rear-Admiral Thompson.

On the 23d of November, at his seat at Sidmonton, in Hampshire, Admiral Sir Robert Kingsmill, Bart., in the 75th year of his age, whose character and talents as a Naval Commander are too well known to acquire any illustration. He is succeeded in his title and Hampshire estates, by his nephew Robert, son of the late Edward Kingsmill, Esq., of Belfast. Our Biographical Memoir of this Officer appeared in Vol. V.

Captain Busigny, of the Royal Marines, who was killed on board the *Téméraire*, was an Officer very highly esteemed, and is very deservedly lamented. Soon after he obtained his first commission, he embarked, with a party of marines, on board the *Flora*, Captain P. Williams; and was with her when she captured the *Nymphé* French Frigate. It is very remarkable, that in that action all the marines were either killed or wounded, except Lieutenant Busigny, and his servant. Captain P. Williams, in his dispatch to the Admiralty, particularly spoke of his good conduct on that occasion. He was, some time after, appointed Quarter Master of the Portsmouth Division, and remained in that station till he was made full Captain. At the end of last war, he retired on half-pay, and commenced banker in the Isle of Wight, with Messrs. Days. On the present war breaking out, he applied to be placed in actual employment; and ended his honourable career in the most glorious battle ever fought.

Lately was drowned, in one of the French prizes which was lost off Cadiz, Lieutenant Fernynough, of His Majesty's Ship *Donnegal*.

On the 27th of November, at his country seat, Swanmore House, near Droxford, W. A. Bettesworth, Esq., aged 70; formerly Judge Advocate of His Majesty's fleet, and many years a very eminent and respectable Attorney of the town of Portsea.

On the same day, at Bath, in her 61st year, Mrs. M. Stowey, wife of J. Stowey, Esq., of Taunton, and sister of the late Captain Reynolds, of the Navy.

Lately, at Dartmouth, in the prime of life, sincerely lamented by all his friends, Roddam Augustus Read, Esq., Lieutenant and Commander of His Majesty's Brig *Hardy*. He was the eldest son of the late John Reid, of East Cam, Esq., who had been successively Secretary to Admirals Cornish, Roddam, and Sir Peter Parker, Bart., Admiral of the Fleet.

Lately drowned, at Jersey, Mr. G. Taylor, of His Majesty's Ship *Conquest*, nephew of Lieutenant Boswell, who commands that Ship, and son of Mr. Taylor, of Portsea; a youth whose amiable disposition, and affectionate piety to his parents, render him deeply regretted.

At Gibraltar, of the wounds he received at the battle of Trafalgar, Lieutenant Forster, of the *Colossus*, eldest son of Mr. Forster, Surgeon of Guy's Hospital.

On the 9th December, at Sheerness, J. D. Boyes, Esq., late Secretary to Admiral Sir Richard Bickerton.

On the 10th December, at Chertsey, Surrey, in the 81st year of his age, Mr. Thomas Love, senior Master in the Navy, who lost his leg on board His Majesty's Ship *Prothée* (commanded by the present Admiral Buckner), in the glorious action of the 12th of April, under Lord Rodney. He was the last of those Officers who had received pensions for their services on that memorable day. He has left two sons in the Navy; Mr. Thomas Love, Master, who was lately employed as Agent to the Commissioners of the Spanish detained Ships in the Mediterranean; and Lieutenant Love, Secretary to the Honourable Admiral Berkeley, Commander in Chief of the Sea Fencibles in England. The latter was standing at the side of his father, when he lost his leg.

Lately, Miss Trotten, daughter of the late Captain Trotten, of the Navy.

On the 23d of December, at her father's house, Miss Ann Elizabeth Hamner, in the 4th year of her age, daughter of Lieut. E. D. Hamner, of the Royal Marines.

ERRATA.

In heraldic particulars, p. 278, line 4 from the bottom, for Robert Harley, Earl of Oxford, read Robert Walpole, Earl of Orford.

In the engraving of the portrait that faces page 353, for Phillips Crosby, read Phillips Cosby.

Lloyd's Marine List

OF

SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.

FROM MAY 3 TO 24, 1805.

THE Mercury, *Rocher*, from Oporto to London, received so much damage on Oporto Bar in March, as to be obliged to return into Harbour, where she has been unloaded. The Galliot *Bomb Dispatchio*, laden with wine, got damage on the Bar and put back to refit.

The *Marquis of Lansdown*; *Hawkesbury*, *Carr*; *Progreß*, *Frost*; and *Mars*, *Mitchell*; of London; the *Alice*, *Willson*; *Alexander*, *Dickson*; *Apollon*, *Cummings*; and *Stapleton*, *Nicholson*, of Liverpool; the *Richmond*, *Watson*, of Whitehaven, and several small Craft, were taken by the French at Dominica, and carried into Guadeloupe 16 March.

The *Mathew*, *Young*; *Lady Nelson*, *Bonner*, of London; *Thetis*, *Smiltz*, of Bristol; *Eclipse*, *Dawes*; and *Odysseus*, of St. Kitt's, were burnt at St. Kitt's, by the French Squadron, on the 6th March; they carried off the *Caroline*, *Hayes*; and the *Thomas*, *Grierison*; both of London, and laden; they then proceeded to Nevis, and the next day burnt at that Island the *Lady Jane Halliday*, *Chivers*; *Twins*, *Peake*, of London; and the *Nelly*, *Jones*; and carried off the *Nevis*, *Gorey*, of Bristol. The Squadron returned to Martinique 16th March.

The *Aurora*, *Phillips*, of London, was burnt at Dominica by the French.

The *Sufannah*, *Rockloff*, from Menton to Embon, is detained by the Alert Privateer of London, and sent into Plymouth.

The *Antenetto*, *Defer*, from Newport, bound to Bergen, is detained and sent into Yarmouth by the *Minx* Gun Brig.

The *Karen Elizabeth*, of and from Altona to Barcelona, is detained and sent into Yarmouth by the *Centurion* Gun Brig.

The *Draper*, *Williams*, from Liverpool to Waterford, was driven on shore the 19th of April, on the Coast of Wales. Cargo expected to be lost.

The *Ocean Indianan* was blown out of Madeira the 15th March, and had not returned the 7th April.

The *Betty*, *McDonald*, from Africa, was captured off Surinam, 12d Feb., by the Eagle Privateer from Cayenne; since retaken by the *Beaulieu* Frigate, and arrived at Barbadoes.

The *Grace*, *Tyler*, from London and Madeira to Barbadoes, is taken and carried into Guadeloupe.

The *British Queen*, *Walker*, from Jamaica to St. John's, New Brunswick, is lost in the Bay of Fundy.

The schooner *Dolphin*, of Barbadoes, is lost off St. Lucia.

The *Jafon*, *Martin*, from Liverpool and Madeira, and the *Somerit*, from Bristol and Madeira, both bound to Surinam, were taken off Surinam, 10th Feb., by the *Algie* Privateer, of 14 guns, and 110 Men, and the *Phibster*, of 14 guns, and 76 Men, from Guadeloupe, and sent for that Island.

The *Macona delle Grazie* San Biaggio, from Leghorn to St. Thomas's, is detained by the *Amelia* Frigate, and sent into Barbadoes.

The *Hibernia*, arrived in the Clyde from Charleston, was spoken by a Dane about 15 leagues to the westward of Torry, who put on board Captain Fringle, of the *Nile*, from Liverpool to Riga, which Veffl was taken 25th ult. off Barra Head, by a French Brig Privateer of 16 guns, and 100 Men, out 5 days from Dunkirk. She had also taken and sunk a Brig belonging to Sunderland; the *Diane*, of Kirkcaldy, bound to Riga; and a Brig (supposed to be the *Mary*, Captain Scott.)

The *Flores*, *Wilkin*, from Dundee to London, was taken off Cromer 27th Feb. Crew carried into Dunkirk by the Privateer.

The *Helena*, *Brewer*, from Virginia to Barbadoes, is taken and carried into Guadeloupe.

The *Jafon*, *Martin*; and the *Somerit*, *Kneale*, from Liverpool and Madeira to Surinam, are recaptured by the

Beaulieu Frigate, and arrived at Barbadoes; the latter much plundered.

The Spanish Brig *Francisco Xavier*, from Cartagena to Cadix, was taken 10th March by the *Clyde*, of Greenock, and *Lady Nelson*, of Glasgow, and sent for Greenock.

The *Princess Charlotte* Indiaman, the *Pearl*, the *Charlotte*, and the *Upton Castle*, from Madras to Bombay; the *Friendship*, from Bengal to Bombay; a Company's Brig, from the Gulf of Persia to Bombay, and 12 other Veffels, were carried into the Isles of France between the 30th of November, and 8th of January last. The *Belle Poole* and *Atalante* Frigates, and *Plyche* Sloop, with several Privateers, sailed from thence on a cruise the end of December.

The *Britannia*, *Cowan*, from Liverpool to Newfoundland, was taken off Torry, in March last. A letter from *Passage* in Spain, dated the 7th of April, mentions that an English Veffl laden with 250 tons of salt, ten tons of coal, and twenty hampers of earthenware, had arrived there, prize to the Admiral Bruix Privateer; also a three-masted Veffl, which had been taken 23d March on the Coast of Ireland; and a third prize, particulars unknown.

The *Stork*, *Webber*, from Lisbon to Newfoundland, has been taken by a Spanish Privateer, and carried into Lisbon.

The *Nile*, *Fringle*, from Liverpool to Riga, which was taken by a French Privateer, and despatched by them, has been since taken possession of by the Mate, and carried into the Island of Barra.

The *Neptunus*, *Blumholt*, from Barcelona, is detained by the *Pelzer* Gun-brig; the *Joog Pieter*, from Amsterdam to Corunna, and the *Jeune Marie*, Symons, from Bordeaux to Elmore, are detained by the *Lady Warren* armed Ship, and all sent into Plymouth.

The Spanish Brig *St. Francisco Xavier*, from Cartagena to Cadix, prize to the *Clyde*, of Greenock, and *Lady Nelson*, of Glasgow, is arrived in the Clyde.

The *Oracles* Privateer, of one 24-pounder, six swivels, and 30 Men, is taken by the *Musquito* Sloop and sent into Yarmouth.

The *Bomb Dispatchio*, from Oporto to Limerick, is taken by three Spanish Row Boats, and carried into Gibralt.

The *Bluteter* Gun-brig has detained, and sent into Portsmouth the *Juno*, de *Jonge*, from Baltimore to Amsterdam.

The *Elizabeth*, *Rogerson*, from Malta to Leith, took fire at Gibralt, and was scuttled; cargo entirely consumed.

The *Ruth*, *Hayman*, from Lisbon to Bristol, has been taken, retaken, and arrived at Guernsey.

The *Henrietta*, *Wilkie*, from Amsterdam to Bourdeaux; and the *Dorothea*, from Amsterdam to Alicante, are detained by the *Swan* cutter, and sent into Yarmouth.

The *Fylader*, Dutch privateer, is taken by the *Musquito* Sloop, and arrived at Yarmouth.

The *Meanwell*, *Patten*, from Liverpool to Barbadoes, is taken and carried into Guadeloupe.

The *Sarnia*, ———, from Guernsey to Gibralt, is taken.

The *Nova Societade*, from Liverpool to Lisbon, is taken by a Spanish privateer, and carried into Corunna.

The *El Christo*, ———, from Cadiz to Liguara, is captured by the *Speculator* privateer of Guernsey, and arrived at the Motherbank.

The *Refusia*, *Ferguson*, from London, got on shore on a reef of rocks, going into Tyrrel's Bay, Tobago, and was condemned.

The *London*, *Kerr*, from London to Jamaica, has been captured by two French privateers, retaken by his Majesty's ship *Alligator*, and arrived at St. Vincent's.

[To be continued.]

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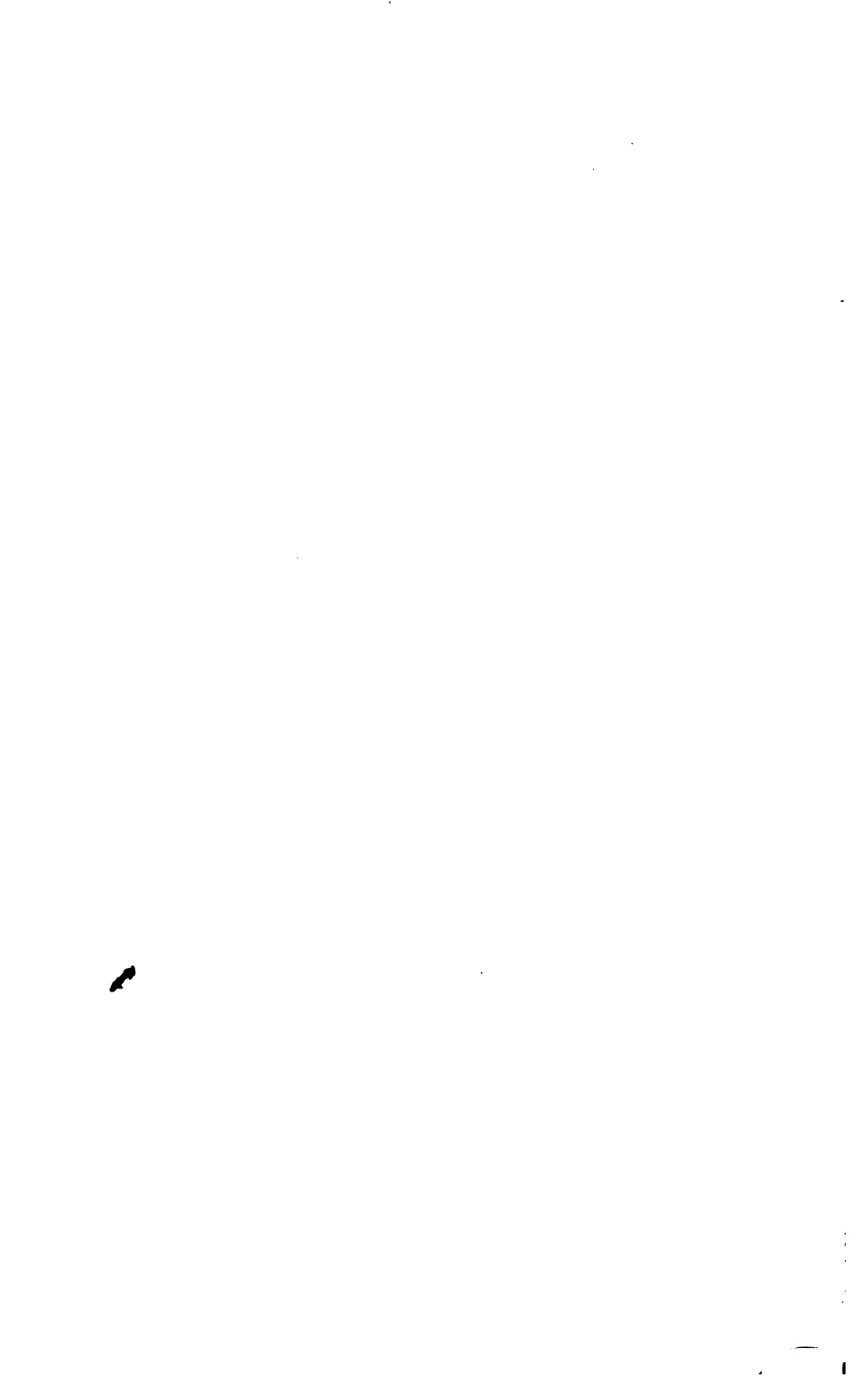
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